"All the News That's Fit to Print."

The New York Times.

With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

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With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

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NEW YORK, MONDAY, MAY 30, 1898.—TEN PAGES.

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THE WEATHER.

Partly cloudy; probably light showers; southerly shifting to northerly winds.

THE NEWS CONDENSED.

Cash wheat, No. 2 red, $1.33½; cash corn, No. 2 mixed, 38⅝c; cash cotton, 6 9-16c.

FOREIGN.—It is thought in Rome that the Marquis di Rudini will have a difficult task in reconstructing the Cabinet. The Pope has protested to the powers against the anti-clerical measures of the Government. Three more ports are to be opened in Korea, and Ping-Yang is to be made an open market.—Page 7.

Page 1.

The cruiser Columbia and the British steamer Foscolia were in collision during a fog Saturday eight miles off Fire Island, and the steamer was sent to the bottom. Boat crews from the Columbia saved Capt. Evans and a crew of twenty-one men. A big hole was stove in the warship's bow and tons of water poured in. The hole was patched up and the ship was brought to the New York Navy Yard for repairs.

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It is reported at Camp Black that the troops now there will be assigned to new posts by the end of the week.

A musician, charged with assaulting a guard, will be court-martialed. The penalty in war times is death or imprisonment.

A young wheelwoman of Jamaica lost control of her bicycle on the Eastern Parkway Extension hill and coasted in the path of a Long Island train, which missed running her down by a hair's-breadth.

Page 4.

David Wilson, a toy manufacturer of this city, whose home was in Brooklyn, killed himself with a revolver. Despondency is said to have been the cause.

Joseph Leiter's great May wheat deal will end at 1:15 o'clock Tuesday afternoon. The tip is given out in Chicago that the price will be marked up to $2.

Resolutions of regret at the death of Anton Seidl were presented to the musician's widow on Saturday by the Directors of the Maurice Grau Opera Company.

Williamsburg was almost in complete darkness last night owing to the burning of the wires in a vault of the Municipal Electric Light and Power Company.

A car barn and 130 Winter cars belonging to the Consolidated Railway Company of Baltimore were burned yesterday. Loss $250,000.

The Metropolitan Savings Bank in Tacoma, controlled by George Vanderbilt, has gone into liquidation, and the Metropolitan Bank, to do a general banking business, has taken its place.

Miss Clara Barton explained yesterday that the object of her trip North is to perfect the organization of the auxiliary committees for relief work, and to plan for the fitting out of two hospital ships.

Burglars were discovered last night packing up the stock of cigars in a restaurant in Ann Street. Two of them were captured, together with a man who was apparently keeping watch and whom the police believe to be an old offender.

In a letter, just made public, acknowledging his election as a member of the Board of Directors of the Merchants' Association, to succeed James H. Breslin, resigned, ex-Mayor Strong dwells at length upon the commercial position and prospects of the United States.

Mr. and Mrs. E. Malcolm of White Plains were arrested last evening on complaint of neighbors, who claimed that Mrs. G. P. Sherwood, mother of Mrs. Malcolm, had been kept in an upper room of the Malcolm house since Wednesday without food or drink, save what neighbors passed to her by means of a piece of string.

Page 5.

June 22, the date agreed upon by Yale and Harvard for the triangular boat race at New London, has been accepted by Cornell.

Members of the Harbor Hill Golf Club, Staten Island, will engage in two championship contests to-day. The Morris County and Dyker Meadow Clubs are arranging a big team match, thirty men on each side, to be played next Saturday on the Dyker Meadow course.

Many entries have been received for the meet of the New York Associated Bicycle Clubs to-day. A feature of the sport will be an unlimited pursuit race between the American and French tandem champions. The Irvington-Millburn twenty-five-mile road race is expected to eclipse in importance all previous events at this course. Other interesting meetings will also be held to-day.

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The League of Zionist Societies began its convention at Liberty Hall.

Policeman Barry saved a boy who had fallen from the Battery sea wall from drowning.

Frank Chapman, a Boston telegraph operator, leaped from a Pennsylvania ferryboat early yesterday morning and was drowned in the North River.

Funeral services for Edouard Remenyi were held at Lenox Lyceum under direction of the Hungarian Society. Many well-known citizens were present, and eulogies were pronounced by Recorder John W. Goff and Morris Cukor.

At the meeting of the Central Labor Union yesterday it was announced that strikes on 125 buildings would be called off this week. Cheers were given for John L. Sullivan, who in Miner's Theatre championed the cause of labor. A discussion on non-union music followed.

The Norwich Line steamer City of Lowell arrived at her pier in the North River yesterday with most of the passengers of the City of Worcester, which ran on a reef near New London during a fog on Saturday night and had to be beached. There was no panic on the City of Worcester, and the passengers were for some time unaware that anything was amiss.

The closing exercises of the Hebrew Technical School for Girls were held yesterday in Temple Emanu-El. Mrs. Esther Herrman of Sorosis made an address in which she attributed the honorable achievements of the past half century to the intellectual development of women, and told the girls not to neglect their looking glasses.

The representatives of six District Assemblies of the Knights of Labor met yesterday and proposed that a mass meeting be called to protest against the high price of bread, and to demand legislation against gambling in wheat. The action of President McKinley in promoting civilians to high rank in the army was criticised, and it was decided to draft resolutions to be forwarded to him protesting against such action.

Page 10.

Many Grand Army of the Republic Posts yesterday decorated the graves of comrades in Trinity and Woodlawn Cemeteries.

The Rev. Father Elliott delivered a memorial service to more than 600 G. A. R. men in the Church of St. Paul the Apostle last night. He justified the present war.

In celebration of Memorial Day there will be large parades of veterans in Manhattan and Brooklyn and other patriotic exercises. There will be a varied programme of sports and outings.

The Rev. Dr. R. S. MacArthur in his sermon yesterday spoke in support of an Anglo-American alliance, and said he believed this would be the crowning glory of the nineteenth century.

The Rev. Dr. C. H. Eaton yesterday preached his last sermon of the season in the Church of the Divine Paternity. He expressed the opinion that this Nation should not, as a result of the war, become entangled in any foreign alliance.

In the Eighteenth Street Methodist Church yesterday the Rev. Dr. J. W. Campbell denounced the letter sent to the Queen Regent of Spain by Alfred H. Love of the Universal Peace Union, and also criticised the action of the Seventh Regiment.

Dr. Lyman Abbott, in a sermon on "The Duty and Destiny of America," said the Church of Spain is a persecuting Church, but that the Catholic Church of America loves and stands for liberty. He also paid a high tribute to Cardinal Gibbons and Archbishop Ireland.

Arrivals at Hotels and Out-of-Town Buyers.—Page 2.

Marine Notes and Foreign Mails.—Page 3.

Yesterday's Fires.—Page 3.

Losses by Fire.—Page 3.

Real Estate.—Page 8.

Commencing May 30th, new train to Chicago via [illegible] & W. and Nickel Plate Roads, leaving New York daily, except Sundays, at 1:00 P. M. [illegible] Chicago 4:00 P. M. Through [illegible] and sleeping cars.—Adv.

OFFICIAL NEWS FROM SCHLEY

The Navy Department Hears that He Is Off Santiago.

CERVERA'S FLEET INSIDE

Spanish Admiral in a Trap from Which He Cannot Escape.

SAMPSON AT KEY WEST

His Fleet Ready to Intercept the Spaniards If They Elude the Flying Squadron.

WASHINGTON, May 29.—The Navy Department received advices from Commodore Schley late to-night. His squadron is off Santiago de Cuba, and the Spanish Cape Verde fleet is in the harbor. Commodore Schley informs the department that he has seen and recognized the vesels under command of Admiral Cervera.

While the naval officials have been morally certain for several days that Cervera's squadron was in the harbor of Santiago, the official announcement from Commodore Schley was received by the officers on duty at the department with intense satisfaction. Assurance is now doubly sure that the Spanish fleet is bottled up and that the cork is in the bottle.

It is not believed that Admiral Cervera will attempt to escape from the predicament in which he now finds himself, as such a course would surely result in the destruction of his vessels and the loss of many lives. The suggestion is made, however, that the Spaniard may blow up his ships rather than have them fall into the hands of Schley, as they certainly will if they remain in the harbor.

The definiteness of Commodore Schley's dispatch would indicate that he has effected a landing near Santiago and made a personal investigation of the harbor. It would be impossible from the entrance to the bay to see and recognize the Spanish vessels, but by effecting a landing at some point on either side of the entrance a vantage point could be gained from which the entire harbor could be examined. In all probability Commodore Schley or one of his trusted officers has successfully performed this hazardous undertaking in order to obtain the valuable information contained in his dispatch.

It is impossible, owing to the lateness of the hour, to obtain any official expression upon the news from Commodore Schley. What effect the certainty that Cervera is practically helpless will have upon the plans of the Administration with reference to the invasion of Cuba can only be conjectured. The transportation of land forces to the island, it was understood, was delayed because of the uncertainty concerning the location of the Spanish squadron. If that understanding is correct the probability of an early invasion of Cuba is strong. It is not unlikely that the movement of troops, which has been delayed from time to time, will begin this week, and that before the end of the week the United States forces will have obtained a substantial foothold upon Cuban soil.

MADRID, May 29—8 P. M.—Nothing developed at the Cabinet council to-day to make it clear whether or not Admiral Cervera's squadron is in Santiago Harbor or outside it; but Gen. Correa, the Minister of War, announced that he had received a dispatch from Gen. Blanco to the effect that twelve American warships were off Santiago yesterday, (Saturday) but that most of them disappeared to-day, going in a westerly direction.

Gen. Blanco gives it to be understood that Admiral Cervera's squadron remains in Santiago Harbor.

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KINGSTON, Jamaica, May 28.—Delayed in Transmission.—The United States auxiliary cruiser Harvard, formerly the American Line steamer New York, is coaling here. As something trifling is wrong with her steering gear and her boilers are dirty, she will be allowed to remain here twenty-four hours longer than usual under the neutrality regulations. With the exception of medicines, the Harvard has not taken on board any supplies.

Capt. Cotton's Report.

Capt. Cotton of the Harvard said that all were well on board the squadron when he left the vessels under the command of Commodore Schley yesterday, (Friday.) Rear Admiral Sampson was then supposed to be off the northwest coast of Cuba. Capt. Cotton adds that he has no direct information that Admiral Cervera and his squadron are in the Harbor of Santiago de Cuba, but he assumes that Commodore Schley has a reasonable certainty that the Spaniards are there, or he would not be off that harbor with the American squadron.

Commodore Henderson, commanding the British naval station at Port Royal, was asked to-day if he had, as reported, received information that Admiral Cervera is not in the harbor of Santiago de Cuba. The Commodore wrote the following reply: "By the latest news, Cervera is still in Santiago Harbor."

Albert Fowler, a brother of the British Consul at Cienfuegos, received word by the British steamer Adula from Cienfuegos on Thursday that the Spanish officials at that place said that only a Spanish torpedo-boat destroyer, the Terror, (possibly the Furor, as the Terror is understood to be at San Juan de Puerto Rico,) of the Cape Verde fleet was in the harbor of Santiago de Cuba.

The United States auxiliary gunboat Eagle, which has been coaling at Port Antonio, sailed to-day for an unknown destination.

The marine observer sighted a warship far outside the roadstead this evening. She could not be identified, but is declared by the gossips to be a Spanish cruiser waiting for the Harvard. The Harvard will sail Monday morning for a destination not disclosed.

Admiral Sampson at Key West.

KEY WEST, May 29.—Admiral Sampson is here with the main body of his fleet. Until he is advised definitely that the Spanish fleet is imprisoned in Santiago de Cuba Harbor he will remain in a position to move quickly in any direction where the Spanish ships may appear.

If the Spaniards should escape Commodore Schley on the southern coast of Cuba and make for eastern seaports of the United States, Admiral Sampson is in a position to cut them off in the Windward Passage. One or more scout boats are kept in that position constantly. On the other hand, if the Spaniards should come around the western end of Cuba, with the hope of getting into Havana, Sampson can intercept them on short notice.

A most vigilant watch is kept by the fleet day and night, in hope that the Spanish fleet may come in sight. At night the lights are all put out and the torpedo boats and small gunboats patrol the surrounding waters.

The New York left the fleet Friday night with the torpedo boat Porter. The Porter returned to the fleet yesterday with mail and dispatches. In the absence of the New York the little Mayflower is the flagship. At dusk last night she lay far astern of the other ships of the squadron, and as darkness came on she ran down toward them, signaled each in turn, and went flying out of sight to the eastward on a scout. At midnight she was back again, signals went up, and she led the fleet slowly westward.

SANTIAGO IN DIRE STRAITS.

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PORT AU PRINCE, Hayti, May 29.—Two Italians, who set out from Santiago de Cuba in a small boat on Thursday, May 19, and landed near Mole St. Nicholas on the 22d, arrived here to-day, bringing information as to the situation at Santiago.

The state of affairs there is critical, particularly because of the lack of food. A great many of the unfortunate people, especially the reconcentrados, are dying of starvation. The whole population is terribly discouraged and keenly desirous of peace.

The arrival of the squadron under Admiral Cervera without food supplies for the city deepened the general despondency. The squadron has disembarked 800 men, artillerymen and engineers, and landed 20,000 Mauser rifles, a large quantity of ammunition, and four big guns, destined for the fortifications.

In spite of the strict silence maintained by the officers and crews, the general opinion was, when the Italians left, that the squadron would set out for San Juan de Puerto Rico to land arms and ammunition there.

For several days the rain had been falling in torrents, and many cases of yellow fever had broken out among the Spanish troops.

A WILD STORY FROM PARIS.

MADRID, May 29.—El Progreso publishes dispatches purporting to come from Paris, giving details of an alleged battle near Jamaica in which, it is said, two American warships were destroyed and one Spanish warship was injured. Although the account is very circumstantial as to time, place, incidents, and results, it is received here with suspicion.

The story is that Commodore Schley's squadron parted from Rear Admiral Sampson's off Cape Haiti, the eastern point off Cuba, and steered toward the Yucatan Passage, followed closely by Sampson's ships. Both were sighted from the watch towers of Santiago de Cuba.

Rear Admiral Sampson arrived off the Province of Puerto Principe, continuing thence in the direction of Jamaica. Admiral Cervera left Santiago Thursday, May 26, at midnight, all lights being extinguished, with the Vizcaya and the Almirante Oquendo, preceded by the torpedo-boat destroyer Furor. He took up a position in proximity to Jamaica. Two hours later the remainder of Admiral Cervera's squadron withdrew from the harbor of Santiago and proceeded in a southerly direction.

On the morning of Friday the Furor came up rapidly to the Vizcaya and the Almirante Oquendo, advising Admiral Cervera of the approach of the enemy. Rear Admiral Sampson's ships steamed at full speed toward the Spanish vessels, which accepted combat, but moved in a southerly direction to effect a juncture with the remainder of the Spanish squadron.

Presently the battle raged furiously on both sides. The Americans detached three cruisers and three smaller ships to surround the Vizcaya and the Almirante Oquendo. The Furor, between the cross fire of the enemy, made for the American flagship, notwithstanding the fire of the heavy guns.

The outcome of the contest was that two American warships were sunk and one Spanish warship disabled in its steering gear. The remaining vessels of the American squadron were so much damaged that they were compelled to take refuge in Haitian waters. It is reported that the Cristobal Colon captured one American ship which had been disabled from a shot by the Vizcaya that perforated her side.

The Vizcaya risked destruction from an American destroyer. It is believed that after the combat the Spaniards sailed for Havana, or, if the conditions of the vessels or the presence of a superior force of the enemy required, took refuge at Cardenas or Matanzas.

The publication of this dispatch from Paris caused an excited discussion of the conflicting reports from various sources, which completely absorbed all sections of the press and all circles of the public in Madrid. Speaking to-day of yesterday's rumor of the defeat of the Americans and the death of Rear Admiral Sampson, Capt. Aunon, the Minister of Marine, without crediting it in the absence of official confirmation, remarked that the event was within the limits of possibility.

WASHINGTON, May 29.—The dispatch from Madrid giving an account of an alleged naval battle between the combined squadrons of Sampson and Schley and that of Cervera is absolutely discredited by the naval officials. Their advices show that it is not possible that the fight should have occurred.

Advices from Admiral Sampson and Commodore Schley clearly indicate that the statements contained in the Madrid story are without the slightest foundation in fact. Secretary Long was shown a copy of the dispatch to-night. After reading it carefully he said:

"It is an interesting story, but it entirely lacks the element of truth. You will notice that it is regarded with suspicion, even in Madrid. It comes to us from Paris, where it was received from some unnamed place after being filtered through the Spanish capital. No; there is absolutely no truth in it."

Secretary Long declined to make further comment upon it, evidently regarding it as unworthy of serious consideration. Officials on duty at the Navy Department read the dispatch with amusement. "I will take it upon myself," said an officer, "to say that the report is absolutely untrue. I know that it is not true."

He would not say how he knew, but that important bit of information was supplied by Secretary Long. Official advices were received to-night from Commodore Schley. They contain no information of such an engagement as is reported from Madrid, although it is known that they were written after the battle is said to have occurred. The advices from Commodore Schley indicate that he is now, and has been for several days, guarding the entrance to the Bay of Santiago de Cuba. That he has Admiral Cervera and his Cape Verde Squadron bottled up in the bay is regarded by naval officials as beyond any doubt.

Commodore Schley has not only his own squadron, but two or three vessels besides at his command, and it is not believed to be possible for the Spanish Admiral to escape with his fleet either by day or by night. No information is obtainable as to the intentions of Commodore Schley. Whether he will endeavor to force an entrance to the bay and seek a battle with the Spanish squadron is not known, but such a course at present is not regarded as likely. It would be better, in the opinion of some naval officials, to keep Cervera and his vessels safely in the harbor, where they are as absolutely useless as they would be at the bottom of the sea.

LONDON, May 30.—The circumstances under which El Progreso's remarkable story appears seem to discredit it. Apparently the Paris correspondent of that newspaper is the sole possessor of the information he pretends to have. The most reliable Paris news agencies have received nothing on the subject.

It is possible that the story has been given a Paris date in Madrid for some undiscernible reason; though, if it emanates from official sources, it is inconceivable that the Government should be unwilling to give out favorable news on its own responsibility.

The morning papers throw the utmost ridicule on the story of El Progreso. So far from believing any rumors of fighting, they are unanimous in admitting that there is as yet not a particle of reliable evidence as to the whereabouts of the Spanish fleet or even as to whether it really exists at all. The Times, reviewing the situation, says:

"The missing squadron has accomplished nothing so far except the consumption of coal. If Admiral Cervera, after leaving Martinique, had succeeded in obtaining a supply of coal he might without great danger have struck a heavy blow at Key West or Tampa. As he has not attempted this the inference is that he lacks supplies, and fearing to approach San Juan de Puerto Rico, steered for Santiago.

"No fleet in existence, of such small dimensions, has ever been more successful in creating a moral effect. Such effect cannot, however, be indefinitely prolonged unless a stronger policy than that of evasion can be adopted, and it is possible that the United States authorities have taken Admiral Cervera somewhat too seriously.

"Despite official denials the proceedings of the United States Board of Strategy unquestionably indicate diversity and even conflict of counsels and the absence of a strong directing hand. While naval movements monopolize attention, the crux of the situation is essentially military. The United States must capture Havana, and, to that end, must seize a convenient harbor as a base of attack on Havana.

"With reference to Spanish threats to cut the cables connecting the United States and Europe, it should be pointed out that these lines land on French or British territory before reaching the American seaboard, and that to cut them between two neutral ports might be regarded as an act of war and be resisted by force by the neutrals concerned."

In view of information heretofore received, it is imposible that the story published in Madrid of a Spanish naval victory near Jamaica can be true. The United States auxiliary cruiser Harvard left Commodore Schley's squadron off Santiago de Cuba on Friday, after the date of the alleged battle, and Admiral Sampson's fleet was at Key West yesterday. The fleets of Admiral Sampson and Commodore Schley have never been together, as represented by the Paris dispatch published in Madrid, one having been on the north and the other on the south coast of Cuba.

THE ESCAPE OF THE TERROR.

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ST. THOMAS, Danish West Indies, May 29.—The report that the Spanish torpedo gunboat Terror has reached San Juan de Puerto Rico is confirmed. She arrived there from Fort de France, Island of Martinique, on Friday morning. Her boilers are said to be still out of order.

The Spanish transport Alfonso XIII., chartered by the Spanish Government and loaded at San Juan de Puerto Rico with provisions for Cuba, is now said to be scouting in the vicinity of the Puerto Rican coast, her crew having refused to try to run the Cuban blockade. The Alfonso XIII. is also said to be carrying freight between the different ports of Puerto Rico.

It is rumored here that all the vessels of Admiral Cervera's fleet are not at Santiago de Cuba. Some of them either did not go there or have since left those waters, according to report.

Incendiarism is growing in Puerto Rico.

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PORT AU PRINCE, Haiti, May 29.—The Spanish torpedo gunboat Terror, according to advices received here, has arrived safely at San Juan de Puerto Rico, having escaped the American warships which have been on the lookout for her since she left Fort de France, Island of Martinique, where her boiler tubes were repaired.

The above dispatches confirm the cable message received from Madrid Saturday night, announcing the arrival of the Terror at San Juan de Puerto Rico.

NO NEWS AT CAPE HAITIEN.

CAPE HAITIEN, Haiti, May 29.—The utter absence of news from Santiago de Cuba, which is connected with this place by cable, is causing more and more astonishment as days go by, and no messages are received, in spite of the fact that the cable is in working order.

The Cuban leader here is wagering that the war will not last longer than June 21. All the Cubans are very enthusiastic over the idea that the Spanish fleet is bottled up at Santiago, and they say it is surely lost.

No news from Santiago de Cuba was obtainable here this morning, but, on the other hand, it is reported that two vessels of the Cadiz fleet, said to be the Francis Joseph and the Maria Teresa, left Gibraltar yesterday for Cuba. These names are probably wrong, as there is no Spanish vessel known here as the Francis Joseph, and the Infanta Maria Teresa is understood to be the flagship of the fleet commanded by Admiral Cervera.

The two vessels reported from Cape Haitien as having left Gibraltar yesterday for

Continued on Page 2.

THE WAR AND THE FUTURE

Henry Norman of The London Daily Chronicle on the Policy of the United States.

MOMENTOUS CHANGE LIKELY

Prediction that the Territory to be Won from Spain Will Not Be Surrendered When the War Is Ended.

WASHINGTON, May 29.—Henry Norman, editor of The London Daily Chronicle, whose letters from this city during the Venezuelan boundary dispute attracted wide attention, is in Washington again as war correspondent of his paper. To-night he cabled the following to The Chronicle:

"Since my arrival I have sought diligently in all quarters for some outline or suggestion of the policy to be pursued by the United States in the immediate future. The result of the war is a foregone conclusion. Each day's news has, therefore, only an incidental interest. But wholly without intention on the part of the Administration the country is rapidly approaching a situation where a decision more momentous than any for a century past must be taken. The results of this decision will affect other nations hardly less than America itself.

"Upon such a matter I have been unwilling to say a word until convinced it was based upon solid facts. I have conversed with almost every man, beginning with the highest, whose authority will mold the issue, and with many old friends and new acquaintances, representative of all shades of opinion. The inquiry has been like the search for a needle in a haystack and I have now reached the conclusion that in this particular stack there is no needle at all.

No Definite Policy Visible.

"I mean that neither in the White House nor the State Department is there any definite conviction or determination concerning the future direction of the National policy with regard to the disposal of those over-sea possessions, over which the American flag will be flying when the war is over. This may sound like a hostile criticism. Nothing is further from my mind. The United States has drifted steadily toward its new fate. If the Maine had not been blown up war would not exist to-day. The neutrality of England forced Admiral Dewey's squadron to sea; to smash the Spanish Asiatic Squadron and seize Manila was his only course. This accomplished, it became instantly imperative to send him reinforcements, and these had to be strong enough to defeat twenty Spanish regiments and occupy the principal islands.

"The same is true of the Atlantic. When war was declared it was believed that the insurgents were capable of taking the field against the Spanish if supplied with arms, ammunition, and food. It is now known they are wholly incapable of this, and the military authorities have become deeply averse to any co-operation with the insurgents, holding the view that the American Army should act with complete independence, so as to be free to face whatever situation may arise after the Spanish are expelled. To President McKinley alone is due the escape of this country from the fatal blunder of recognizing the insurgents as belligerents, and for this every thinking American to-day is profoundly grateful.

"Again, there was originally no intention of bombarding or seizing Puerto Rico. Admiral Sampson's bombardment was a failure; it should have been sooner and final, or not at all. That mistake is not to be repeated, and the second Spanish fleet will not find a base there.

"Moreover, nobody could have foreseen the extraordinary change of public opinion after Admiral Dewey's victory. Between April 30 and May 1 a revolution took place. On one day the idea of keeping the Philippines had not occurred to anybody. On the next few people thought of giving them up. Now, also, it is appreciated that it is impossible to dispose of them to any one power without the gravest complications, while public sentiment is intolerant of the idea of restoring them to Spanish misrule. Thus in every direction events have moved and the Administration has followed.

"In Ambassador Hay's words, it has been a case of the imposition of invisible hands. The moving finger has written, and it cannot be lured back to 'cancel half a line.' The question is, Will the United States, when peace is signed, withdraw within its old limits, abide by its old traditions, and resist the temptation of empire; or will it accept boldly what the fortunes of war have brought and turn its face toward a new destiny? The struggle will be long and bitter.

"The opponents of annexation urge that the Constitution permits no territory to be incorporated in the Union which cannot become a State. It is replied that America must no longer let George Washington do its thinking for it. It is declared that the country possesses no class of men capable of administering Eastern countries, and that these will merely become the prey of professional politicians. The retort is that the necessity of finding such men will compel at last a complete reform of the Diplomatic and Consular Services, and thus deprive the politicians of their old spoils. 'Why,' ask some, 'should we needlessly entangle ourselves with European powers and enter the Far Eastern perilous arena?' 'We are already entangled,' reply others. 'Our interests are equal to those of England in keeping open the vast markets of China, and England will be overborne and China seized piecemeal unless we range ourselves alongside her.'

Strong Army and Navy Necessary.

"It will take a great army and navy, say the objectors. It is perfectly evident, reply the annexationists, that the country has already determined to have a strong navy and army, such that never again shall we be caught in this disgraceful state of unpreparedness. Having these, therefore, why should we not use them to advance our material interests and the general civilization? Besides, add the annexationists, in conclusion, we are called upon to take a place in the world commensurate with our numbers, our wealth, our strength, and our future. Precisely the same counsels of timidity and the same warnings of disaster have greeted every old accession of territory, and to-day nobody would surrender an inch.

"In view of this sharp division of opinion it is obvious that the only statesmanlike course of the President is to finish the war first and let the policy take care of itself. He would be a bold or a reckless man who would venture to prophesy the outcome. Still, 2,800 men have gone to Manila, 5,000 are going in ten days, and more afterward, probably till 20,000 are there, and these troops are hardly sent merely to be recalled. Moreover, I have reason to believe it has been decided to enforce only a moderate revenue tariff upon the Philippines to which American goods will be subject like the goods of other nations, and this is already so great a departure from tradition as to render other departures less surprising. Cuba will be given every chance of freedom, but if, as may well be, she lacks the elements of independence, she must become American. That Puerto Rico will be retained I feel sure.

"Europe, therefore, needs to envisage a development of American policy which will upset many calculations and possibly radically modify the present balance of power. In all this the relations of England and America are, of course, vitally concerned, and with these I shall deal in another dispatch."

PEACE TALK IN MADRID.

An Article Attributed to Senor Moret Attracts Much Attention in Spain.

MADRID, May 29.—The papers continue to talk of the possibilities of peace. El Globo publishes an article, supposed to be inspired by Señor Moret, the late Minister of the Colonies, advocating peace, which has attracted great attention, but the discussions show as yet no tangible results.

ANGLO-AMERICAN ALLIANCE.

London Advices Say the First Steps Have Been Taken Toward a Sweeping Arrangement.

LONDON, May 30.—The Washington correspondent of The Daily Telegraph, telegraphing Sunday, says:

"I have just learned from a high authority in the State Department that important preliminary steps toward an Anglo-American alliance have already been taken. How far these negotiations, if they can yet be called that, have proceeded, it is not easy to ascertain, for, naturally, strict secrecy is maintained; but my information is that the preliminary suggestions have been made, and that the subject of such an alliance is practically before the two Governments in some shape.

"The recent visits paid by Sir Julian Pauncefote to the State Department have not, it seems, had reference altogether to the Canadian negotiations. According to my authority the features of the proposed alliance now being considered are these: Great Britain is to recognize the Monroe doctrine, to attempt no increase of her ritorial possessions in the Western Hemisphere, and to indorse the American construction of that doctrine. The United States is to build the Nicaragua Canal; Great Britain is to have the use of it in time of war.

"The United States is to have all the territory taken from Spain in the present war and Great Britain is to protect the United States in the possession if this should be threatened. The United States is to stand by England in her policy in China and the East; and all the British ports in the East are to be opened to the United States under the most-favored-nation clause."

"The main features of an arbitration treaty are to be incorporated. It has been provided that all matters in dispute, not involving the Monroe doctrine or the Nicaragua Canal, are to be submitted to a non-partisan commission. The existing understanding bearing upon the relations between the two Governments on the great Lakes is to be abrogated and the United States is have the use of the Welland Canal in case of war.

"The alliance is to be offensive and defensive. It proceeds on lines such as the foregoing. As a matter of course all that has been done so far is purely tentative, but my informant gives the above as the general outline suggested."

SPANISH IRE FOR WOLSELEY.

Offense Taken at His Comment on the Invasion of Cuba.

LONDON, May 30.—The Madrid correspondent of The Times says:

"The recent statement of Lord Wolseley, the Commander in Chief of the British Army, in conversation with the correspondent of The Asosciated Press in London, that the United States would make a mistake in attempting to invade Cuba with volunteers who are not fully drilled and disciplined, on being cabled back from New York still further excited popular feeling against England. The Spaniards regard it as indecorous for the Commander in Chief of a friendly power to proclaim his sympathy with America and to advise the latter as to the best method of invading a Spanish possession."

FAURE'S VOICE FOR PEACE.

He Says He Hopes the Neutral Powers May End the War.

PARIS, May 29.—M. Faure, at the unveiling of the monument to the combatants of 1870, at St. Etienne, to-day, referred in the course of his speech to the Hispano-American war, expressing his regrets that the efforts of France and the other powers had failed to prevent a conflict.

The President declared that France was resolved to maintain the strictest neutrality, and he said he earnestly hoped that the efforts of the neutral powers would succeed in restoring peace.

THE WEATHER.

The local forecast may be found at the top of this page to the right of the title.

The pressure has risen on the Northern Rocky Mountain slope and in the lake regions. The centre of high pressure is in South Dakota and that of low pressure in the St. Lawrence Valley, with a secondary depression in the lower Ohio Valley. Partly cloudy weather prevails in the lower lake regions, Middle and North Atlantic States and Ohio Valley. Showers have occurred the past twenty-four hours in the lower Missouri, Central Mississippi and Ohio Valley, the lake regions and the Middle North Atlantic States. The temperature is higher in the Northwest and lower in the lake regions. For to-day, showers are probable in New England and Eastern New York, and partly cloudy and threatening weather, with light or no rain fall in the Middle Atlantic States. Conditions are favorable for thunder storms in the South Atlantic States and lower Ohio Valley. Fair weather will prevail in other portions of the country. The temperature will fall in the southwest and central Mississippi Valley.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW YORK TIMES's thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.— 1897.	1898.	—TIMES. 1898.
3 A. M.	60	56	61
6 A. M.	60	55	60
9 A. M.	62	57	61
12 M.	62	56	62
4 P. M.	63	57	63
6 P. M.	61	58	64
9 P. M.	58	56	60
12 P. M.	54	56	59

THE TIMES's thermometer is 6 feet above the street level; that of the Weather Bureau is 285 feet above the street level.

Average temperatures yesterday were as follows:

Printing House Square	61¼
Weather Bureau	56⅝
Corresponding date 1897	60
Corresponding date for last twenty years	64

The maximum temperature was 58 degrees, at 6 P. M., and the minimum 55 degrees, at 7 A. M. The humidity at 8 A. M. was 94 per cent. and at 8 P. M. 91 per cent.

THE COLUMBIA SINKS A SHIP

The Cruiser Sends the British Steamer Foscolia to the Bottom.

OFF FIRE ISLAND SATURDAY

Capt. Evans and Twenty of His Men Saved by the Warship.

Tons of Water Poured Through a Big Hole in the Columbia's Stern, Which the Crew Patched Up—Now at the Navy Yard.

The handsome, big cruiser Columbia, commerce destroyer, and one of the navy's fliers, crawled lamely into the harbor yesterday morning, listed heavily to port, her bow floating high and her stern settled low. Her starboard side aft was defaced by a great patch of canvas from beneath the edges of which protruded jagged plates of steel, while timbers and cement were filled in to make the patch secure. It covered the ugly wound that might well have proved fatal and carried to the bottom one of the proudest ships in the navy.

The Columbia had been in collision during a dense fog on Saturday night, and she brought in the crew of the British tramp steamer Foscolia, which had gone down in fifteen fathoms eight miles southwest of Fire Island Light.

The cruiser Columbia, commanded by Capt. Sands, left Block Island Saturday at noon, and was cruising to the south. She spoke a number of vessels coming down the coast, and was passed at 5:30 P. M. by the French line steamer La Bourgogne, bound in from Havre. The Foscolia was bound out with a general cargo for Bordeaux. Capt. Evans, her master, says that he passed the Sandy Hook Light Ship at 3 P. M. He had a bad sunset, but was able to get his bearings. A dense fog set in at 7:15. A double watch was set, all the regulation lights burned brightly, the steamer was run at half speed or between 3 and 4 knots, and the fog whistle was kept blowing.

"Suddenly," said the Captain, yesterday, "the second mate, Reginald Thomas, who was stationed at the port side of the bridge, cried out that there was a steamer on the port bow. I was standing on the starboard side of the bridge and peering through the upper part of the fog, I could see four funnels. They were not more than 150 yards distant. A collision was inevitable, but I rang for the engines to be put full speed astern, the engineers to stand by, and I blew three blasts to indicate that I had reversed the engines. The response was a single blast, showing that the other vessel would go to starboard. I was steering east half south. The Columbia was heading southwest by west. I would have just cleared her but for the sponson forward of her starboard quarter. My bow caught that and crushed into her. Johnson, the seaman who was lookout forward, escaped just in time, by jumping back off the forecastle. The blow smashed in my bow up to the collision bulkhead. We remained locked for a minute, then swung apart, the stem of my vessel remaining lodged in the hole that it poked in the warship's side.

"There was a dead calm on the sea. I ordered my boats out, and a couple of the cruiser's boats were soon alongside. I called all hands on deck and counted noses. No one had been injured. Then I sent fifteen of the crew aboard the cruiser, which lay by, and, seeing that my vessel was not going to sink at once, I kept aboard, with me First Mate T. H. Hember, Chief Engineer William Saunders, Second Engineer Sidney Price, and two sailors. The steam-pump was to work, but the engines were disabled, the eccentric strap having been broken by the shock.

"Two of the Columbia's boats came back alongside and asked what I intended to do. I told them I would stand by my vessel till she went down. I ordered the engineers and others into my remaining boat, however, and I remained standing by the starboard rigging. I asked the men if they were satisfied that everything had been done to save the ship. They thought so, and advised me to jump into the boat, as the steamer was fast sinking by the head. I got into the boat and we remained off about fifty yards. The collision occurred at 7:45 P. M. It was 10:30 o'clock when I left the vessel.

"A Lieutenant in one of the Columbia's boats said that the cruiser might have to go into port. He was going back to her, but said that he would signal if he found, on getting aboard, that it was thought necessary for her to proceed. The signal was to be a long, a short, and a long whistle. We couldn't see the cruiser in the fog, but she kept up a continuous whistling, so that we would not lose her. We didn't get any signal, however, and finally at 2 A. M. we lost all sound from her. But we could make out vaguely the fog siren at Fire Island, bearing then about north-northeast. I had taken a standard compass into the boat. That and the papers were all I saved.

"At about 2:50 A. M. I heard a great noise, which proved by the sound to be the chain cables of the Foscolia running out of the lockers. Her bow was then way down, and her decks further aft were awash, while her stern was raised up high. We pulled further away to get out of the suction when she should go down. She went down at 3 o'clock, bow first. Her steam pumps had been left going, and they must have continued pumping till the water put the fires out. A few seconds after she went down she came up again, as though bounding back, then she again sank out of sight.

"I steered a course for Fire Island, believing the Columbia had been compelled to leave, as I had refused to go till my vessel sank. We had been rowing about three-quarters of an hour, when we again heard the cruiser's whistle, and we made for her. We got aboard at 4:30 A. M., and she headed for Sandy Hook. The fog was still dense."

The Columbia being on patrol service in time of war carried no lights and blew no whistles prior to the collision. Capt. [illegible] said if she had blown a fog whistle the collision would not have occurred. The Columbia passed in at Sandy Hook at 11:30 A. M.

[illegible], and came to an anchor off Tomp[illegible].

An Officer's Statement.

The hole made by the Foscolia's bow extended from the upper deck to a point below the water line, but how far below could not be made out. It varied in width, being several feet at points, but generally narrowing from about eight feet near the upper deck to about two feet at the water line. It is located forty feet from the [illegible], between the sponson of the after starboard 6-inch quick-fire gun and the shrouds of the mainmast, the cruiser having two masts. It seemed to have cut inboard several feet.

No one was permitted aboard yesterday and the officers observed strict secrecy, save that the Officer of the Deck, during the afternoon consented to make this brief statement:

"About 7:40 P. M. yesterday the British steamship Foscolia, in command of Capt. John Evans, came in collision with our vessel during a dense fog. We were then about eight miles southwest of Fire Island Light. We lowered two lifeboats and rescued the Captain and crew, numbering twenty-one all told. We stood by until the Foscolia sank at 3 o'clock this morning. As soon as we arrived here we sent the rescued men ashore. Further information in reference to the accident I cannot give you."

The following general particulars of the cruiser's side of the story were obtained, however:

The Columbia was on patrol duty east of Fire Island Saturday night. She was lying in the track of the inward and outward bound vessels from this port. She was steaming slowly. The night was thick and foggy. Suddenly the lookout on the bow reported a vessel's headlights appearing through the mist. The vessel was coming head-on on the starboard broadside. The officer on the bridge, realizing the danger of a collision, because of the darkness and the inability of others to see the Columbia in her war paint, at once signalled full-speed ahead. Before the ship had gone twenty feet the approaching steamer crashed into her.

The shock was so great that the Columbia listed about twenty degrees to port, knocking the men on deck down, while the man at the wheel was thrown against the side of the pilothouse, breaking two heavy panes of glass. He escaped, however, without serious injury.

The Columbia's engines were stopped at once, but she had just attained such headway that she could not be checked at once. The nose of the colliding vessel was fast in the side of the warship, and before the Columbia finally stopped she had dragged the other vessel around, increasing the injury to herself by prying the plates forward of the point of contact outward, and those aft of it inward. The same force that did this wrenched off the stem of the colliding steamer.

Collision Quarters Sounded.

As soon as the stem of the Foscolia broke off the ships drifted apart and the Foscolia disappeared in the fog. Some one aboard her shouted to send help, as she was sinking. The Columbia began to take a heavy list to starboard from the many tons of water which poured in through the rent in her side. Collision quarters had been sounded, however, almost before the collision occurred, and her water-tight compartments were all closed.

Capt. Sands, who had hurried to the bridge upon the first alarm, ordered a survey made of the damage. As the Columbia continued to list to starboard, he ordered that she be weighted on the port side. The guns on that side were run out as though to fire, the boats were swung out on the davits as though to lower, and other means were taken to trim the ship.

This threw the centre of gravity toward the port side, and within a few minutes the list to starboard caused by the inrush of water had been changed to one to port, because of the counter-weights. The effect was to leave less of the hole under water. A force of men was then sent over the side to repair as much of the damage as possible with canvas.

Meantime others of the Columbia's crew were getting the boats into the water to go to the rescue of the Foscolia's crew. The searchlights of the Columbia were at work almost immediately sweeping the fog-wrapped sea for the sinking ship, and she was soon located by one searchlight, all the others being immediately concentrated upon her also.

The boats' crews, which had touched the water just as the ship was found, made for her.

They ran alongside and found the crew of the Foscolia had gotten two of their own boats swung and ready for launching. The Columbia's men continued to work on the temporary repairs and then proceeded toward Sandy Hook under half steam.

From the appearance of the Columbia yesterday it looked as though the heavy protective deck of the warship saved her from being cut in two. As the Foscolia ran further into the big ship her bow mounted into the air, and struck the steel deck which stopped her.

This deck slopes from the centre line of the cruiser down to her sides, to a point well below the water line and varies in thickness from 2½ to 4 inches. The gun in the sponson was injured in its mechanism, part of the sponson being demolished, while the big hole laid bare the main gangway and exposed the rooms of one of the officers and the wardroom saloon. The officers were at mess, otherwise some one might have been injured.

There was a report that a torpedo tube was struck in which was a torpedo loaded with 500 pounds of guncotton. This could not be verified.

Steamed to the Navy Yard.

One of the navy yard tugs steamed down to the cruiser at about 4 o'clock with a message from Rear Admiral Bunce, commandant of the yard. The cruiser at 4:45 P. M. pulled up her anchor and steamed slowly up to the yard. She attracted great attention from the river craft and the shore, and the cheers and whistled salutes that greeted her were interjected by many expressions of regret that the fine cruiser should have met with a mishap that withdraws her from a field of especial usefulness, when scouting is made the principal work of the navy by the hide-and-seek tactics of the Spaniards.

The exact nature of the injuries inboard could not be learned yesterday, nor what compartments were flooded.

She will have to go in dry dock, and the time it will take to make repairs cannot be definitely determined till an examination is made. It may be that plates can be quickly fitted and frames repaired, but it may take a month or more for her to be again put in condition for service. Meantime her officers and crew, numbering 477 men, may be idle, or they may, should the work require a lengthy time, be attached to other vessels in need of crews.

The officers of the Columbia besides Capt. James H. Sands are Lieut. Commander John H. Moore, executive officer; Lieut. John [illegible] Parker, navigating officer; Lieut. George [illegible] Stafford, senior watch officer; Lieuts. William J. Maxwell, J. G. William, and H. [illegible] Bullard; Ensigns George W. Williams and Joel R. P. Pringle; Naval Cadets William C. Watts, George L. Smith, Lyman A. [illegible], and Edward Woods; Surgeon C. G. [illegible], Paymaster L. G. Boggs, Chief Engineer W. S. Moore, Passed Assistant Engineers W. S. Smith, W. H. McGraun, and J. R. Morris; Lieutenant of Marines B. [illegible] Fuller, Cadet Engineers Henry Dinger and A. M. Mitchell, Boatswain August Ohmsen, Gunner C. S. Vandebeck, and Carpenter Joel D. Griffin.

The Columbia is a protected cruiser of 7,375 tons' displacement, 412 feet long, 58 feet 2 inches beam, 22 feet 6 inches in depth, and she has three screws driven by engines of 18,500 horse power. She was built at a cost of $2,725,000 at Cramps', in Philadelphia, in 1892, and on her trial trip developed a speed of 22.8 knots. Besides having a protective deck, her gun positions are protected by four inches of steel. Her armament consists of one 8-inch, two 6-inch, eight 4-inch quick-fire guns, twelve 6-pounders, four 1-pounders, and four machine guns. She has also six torpedo tubes. She can steam 18,000 knots in an emergency at 10 knots' speed with a coal supply of 2,400 tons. Her normal coal supply, however is 2,000 tons. She has three sets of vertical inverted triple-expansion engines and eight double and two single ended boilers, and 68 furnaces. She has two masts, and is distinctive in the navy for her four funnels.

The ill-fated Foscolia was a schooner-rigged iron steamer, nineteen years old, built at Low, England, and owned by Watts, Watts & Co. of London, her hailing port. She measured 1,536 tons gross, 980 tons net, was 252 feet long, 34 feet beam, and 22.7 depth. The agents here were Funch, Edye & Co. One of that firm said yesterday that she was valued at from $75,000 to $80,000, and that her cargo, consisting of grain principally, but also general merchandise, was worth about $100,000. Vessel and cargo were insured.

There was also parafin in the cargo, for for Capt. Evans said yesterday that after she sank there was a noise like that of the surf on the beach, which proved to be the coming up of the air carried down in the steamer, and with it came quantities of parafin barrels, that made it necessary for the small boat to get out of their way in short order to avoid being capsized. The Captain said he would make his report to the British Consul this morning.

The auxiliary cruiser Yankee, which put to sea yesterday after the Columbia came in, would, it was said, take the Columbia's place on the coast patrol between Cape Cod and Delaware Breakwater.

Wreckage at Fire Island.

FIRE ISLAND, May 29.—Bluepoint reports over the telephone that one of the life saving patrolmen found part of the side of a cabin and loose wreckage and a cabin door with the name St. Elmo painted on it. The wreckage looks as if it had not been in the water long. The wreckage, despite the name, may have come from the steamer Foscolia sunk Saturday night in collision with the cruiser Columbia.

BIG PROBLEM IN CUBA.

Army Officers at Tampa Alarmed by the Disposition Shown by the Insurgents to Sack and Pillage.

TAMPA, May 29.—In one particular at least President McKinley's views are sustained by events. Army officers here, who have made careful study of the Cuban situation are beginning to appreciate the soundness of the President's position when he took the ground that he should refuse to recognise the Cuban Republic until he should have assured himself that such a republic existed by the will of the people it proposed to govern and until it should have demonstrated its ability to protect the inhabitants of the island.

These officers realize now the seriousness of the problem that the United States has undertaken to solve.

Spain is only one part, probably not the half of the problem, the other and more serious part is Cuba and the liberated Cubans.

It has been said by many statesmen since Milton first said it of the populace: "License they mean when they cry Liberty."

A Cuban insurgent said in all soberness to one of our officers to-day: "Will we be permitted to sack and burn when we get to Cuba?"

Such were his ideas of the proper way to wage war against the Spaniards. Such are no longer his ideas, as the officer bluntly informed him that any Cubans who tried to conduct war in such a manner would be promptly shot or hanged. It is said that similar questions have been answered in the same way.

The thing that most impressed Blucher when he saw London was the splendid opportunity it would offer for plunder. It is quite probable that some of the insurgents would like to be turned loose to pillage and destroy in the Spanish quarter of Havana.

No one believes, of course, that Gomez or Garcia or the better class of the insurgent guerrillas have any such views or cherish any such desires, but our officers here are fearing more and more every day that one of their hardest problems in Cuba will be to restrain the insurgents made triumphant by our arms.

They believe that a strong military government will have to be established and that an army of occupation will have to stay for several years in Cuba to vouchsafe peace and security in the island.

Some of them go to the extent of saying that it is exceedingly probable that within a year we shall have to fight the insurgents ourselves.

Second Massachusetts Removed.

TAMPA, Fla., May 29.—The Second Massachusetts Volunteers, now camped at Lakeland, and with one exception, the Seventy-first New York, the only regiment of volunteers in the Fifth Army Corps, has been ordered to break camp, according to an order issued by Gen. Shafter to-day, and will be brought to Tampa. It will go into camp near the Eighth and Twenty-second Infantry Regiments, which, with the Second Massachusetts, compose the First Brigade, under the command of Brig. Gen. Adna R. Chaffee. It is said on good authority that the removal of the Second Massachusetts from Lakeland will be soon followed by the transfer to Tampa of the Seventy-first New York and the Tenth Regiment, cavalry. The object is to have all troops of the Fifth Brigade together at this point for shipment to Cuba.

Danish Warship at St. Thomas.

ST. THOMAS, Danish West Indies, May 29.—The Danish wooden corvette St. Thomas arrived here yesterday from Copenhagen to assist the local Government in maintaining Danish neutrality during the war between Spain and the United States. The St. Thomas was built in 1871, is of 1,572 tons displacement, has eight 4.7-inch Krupp guns and six rapid-fire guns. She carries a crew of 182 men, and has a speed of about thirteen knots.

BIG BRIDGE PIER MOVED.

Northern Pacific Structure in North Dakota Repaired.

BISMARCK, N. D., May 29.—The east pier of the big bridge of the Northern Pacific Railroad, weighing over 9,000,000 pounds, was moved from its foundation this afternoon and slid on rollers to a new foundation a distance of nearly four feet. This is the first engineering feat of the kind ever accomplished.

The pier was 60 feet high, 25 feet wide, and 12 feet in diameter, and built of solid granite. The entire time occupied in moving the pier was less than a minute.

The engineers were assisted by a slip of earth which slid the entire mass along the steel rollers provided for that purpose in time so short as to be phenomenal. The work of preparing for the movement has occupied over eight months.

The moving of the pier was necessary from the fact that it was displaced by the sliding of earth beneath the foundation several years ago, and to correct the difficulty permanently it was necessary to build the entire new foundation and move the pier back to the place from which it had been moved. The work has been done entirely without interruption of traffic and trains will run as usual to-night.

Webster's International Dictionary is to be preferred for its wisely chosen vocabulary, from which useless and unauthorised words have been excluded, for its modern spelling, for its concise and carefully worded definitions, for its quotations illustrating the use of words, for its excellent appendices, and for numerous other points of merit. Its universal use in the schools and colleges indicates the high esteem in which it is held by educators.—Adv.

DEWEY ARMS THE REBELS

Spanish Efforts to Win Them Over by Promises Are Repelled by Chief Aguinaldo.

HIS MEN WELL DISCIPLINED

Consul O. F. Williams Expects They Will Do Good Service for the Americans in the Attack on Manila.

LONDON, May 30.—The Hongkong correspondent of The Daily Mail says:

"United States Consul O. F. Williams, who arrived here from Manila on board the auxiliary gunboat Zafiro, tells me he does not think Admiral Montojo will be court-martialed, and adds that he does not think the Admiral should be, for he fought bravely.

"Mr. Williams says also that Aguanaldo, the insurgent leader, has his men at Cavité in a good state of discipline. They are provided with plenty of rifles and ammunition, and are expected to do good service for the Americans in attacking Manila. The American troops from San Francisco are expected to arrive there in June.

"The Spaniards are trying to win the Philippine rebels from their allegiance to the Americans. Capt. Gen. Augusti sent two priests to Aguinaldo, promising all kinds of reforms, including autonomy for the islands, but the insurgent chief declined to negotiate with them, reminding them that the same promises had been made before. Aguinaldo made prisoners of two native deputations from the Manila Government. The Spanish are appointing natives Governors of provinces."

LONDON, May 30.—The Hongkong correspondent of The Daily Telegraph says:

"Dispatches received from Manila to-day say that the insurgents, who are now massed at Cavite, are being organized and drilled in anticipation of an early land and sea attack upon Manila. The Americans believe the insurgents will lend very substantial assistance when the great fight comes off.

"The first contingent of the United States troops is expected on June 14. United States Consul Williams does not discuss the matter, but he is here, and it is understood that his mission is to secure supplies for the squadron, and to confer by telegraph with the Washington Government."

The Madrid correspondent of The Standard says:

"According to advices from Manila, Aguinaldo, the insurgent chief in the Philippines, has assumed command of the rebel forces outside Manila, and is co-operating with Admiral Dewey in the blockade, which is vigorously enforced. Capt. Gen. Augusti has strengthened the defenses toward the bay, as well as inland.

"The Cabinet crisis which has been threatened is averted until the budget has been voted."

REGULARS REACH THE COAST.

The Eighteenth and Twenty-third Infantry Arrive at San Francisco on the Way to Manila.

SAN FRANCISCO, May 29.—This city's military population was increased by the arrival of two more regiments to-day. Twelve hundred regulars, comprising the Eighteenth and Twenty-third United States Infantry, arrived on five special trains from New Orleans and marched through the city to the camping grounds. The Red Cross Society met the soldiers at the ferry and feasted them with good things to eat and drink. This was the first large body of regulars to arrive, and their welcome was as hearty as any extended to volunteer troops. The streets were lined with crowds of people, who cheered the soldiers and made admiring comments on their appearance.

At the camp religious services were held by the Chaplains of the various regiments and the rest of the day was devoted to the entertainment of the visitors. The different regiments have been overwhelmed with donations of pie and cake and other delicacies until the officers in command fear for the health of their men and have begged the hospitable people of San Francisco to confine their gifts to more wholesome articles of food, such as fresh vegetables, eggs, and meat.

Immense crowds visited Camp Richmond to-day and fairly overran the tented city.

There was no let up to-day in the preparations for the embarkation of the second expedition to the Philippines. It will be about ten days before all the troops are sufficiently equipped for the start and the vessels are in readiness.

Gen. Merritt will not give the order to start until his men are in good shape. He wants to land them at Manila in order to commence fighting right away and is taking no chances on poor accommodations for the soldiers.

BRIDLE TO TOW THE MONTEREY

MARE ISLAND NAVY YARD, Cal., May 29.—The monitor Monadnock has been painted the war color and the collier Brutus is now being similarly treated. A force of shipwrights is also at work on the Brutus preparing the foundations of the gun mounts and towing bitts, while machinists are overhauling the small valves of the main engines.

The equipment riggers are constructing "a towing bridle" for the Monterey of 4¾-inch wire cable. It will be 360 feet long and goes half way round the ship, being made fast to the forward and amidship bitts. It has a "pelican" hook at the bow, which can be made to release the ship from the tow in an instant should heavy weather or the presence of a hostile ship necessitate.

The Monterey will go to Honolulu under her own steam and then take a tow from the Brutus. Three towing hawsers of 12-inch manila, 720 feet long, have been delivered at the navy yard.

COMMERCE WITH THE ORIENT.

WASHINGTON, May 29.—The commerce of the countries adjacent to the Philippine Islands is the subject of a series of tables which will appear in the next monthly publication of the Bureau of Statistics.

The statement consists of tables showing the population and commerce of the countries adjacent to the Philippines and the share that the United States and other nations have had in that commerce for a series of years, and is accompanied by a map showing the steamship routes and distances from our various ports to the Philippines and the distances from that point to the ports of the adjacent countries. The fact that the countries now in easy reach of the Philippines contain a population of 850,000,000; that their purchases from other parts of the world amount to over a billion dollars every year, and their exports to a like sum, and that the larger portion of these purchases comprises the classes of goods produced in the United States, add greatly to the interest in this subject.

The tables will show the population and area of these countries, their trade with each of the leading nations of the world, and the percentage which each nation obtains of their imports and exports; the articles which have been exported to each by the United States during the past five years, and the total commerce of the United States with each of the principal countries of that section by years since 1820.

Revolt in the Philippines.

MADRID, May 29.—A dispatch to the Imparcial from Manila, dated Tuesday last, May 24, says the town of St. Thomas is in a state of insurrection. The rebels, it is added, have burned a number of houses and have murdered the commander of the volunteers, a priest, and other Spaniards. The dispatch also announces that the cable to Iloilo has been cut.

South Dakota Troops Depart.

SIOUX FALLS, S. D., May 29.—The First Regiment of South Dakota Volunteer Infantry departed from Sioux Falls to-day in three sections for the Pacific Coast. The regiment comprises 1,008 men, who are yet without uniforms or camp equipment. Just before their departure a purse of $2,000 was turned into the regimental treasury by the people of Sioux Falls.

OFFICIAL NEWS FROM SCHLEY

Continued from Page 1.

Cuba may be the Austrian cruisers Kaiserin Maria Theresa and Kaiser Franz Joseph I., and not two vessels of the Cadiz fleet of Spain. The Spanish fleet organised at Cadiz is, according to official Madrid advices, either at Cadiz or manoeuvring off the coast preparatory to sailing for some destination to be determined upon by the Government.

FLYING SQUADRON'S CRUISE.

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OFF CIENFUEGOS, Cuba, May 24.—The Flying Squadron left Key West on Thursday, May 19. It consisted of the armored cruiser Brooklyn, flying the Commodore's flag of Winfield Scott Schley, and under command of Capt. Francis A. Cook; the battleship Massachusetts, commanded by Francis J. Higginson; the battleship Texas, commanded by John W. Philip, and the Scorpion, converted yacht, commanded by Lieut. Commander Adolph Marix.

Commodore Schley's orders were to proceed to Cienfuegos, where he would be joined by the Iowa, first-class battleship, in command of Capt. Robley D. Evans; the Marblehead, third-rate cruiser, in command of Bowman H. McCalla, and the Nashville, third-rate cruiser, in command of Washburn Maynard, together with two torpedo boats and perhaps some fast gunboats. These would, it was believed, make an invincible squadron.

Less than two hours out from Key West, and while running to the southwest, the cruiser Marblehead was seen going to the northeast. She signaled that she was running into Key West for coal. A half hour later the converted yacht Wasp was sighted, and the Scorpion, at Commodore Schley's order was sent out to intercept her and get news. She reported that the blockade at Cienfuegos has been practically abandoned by the small fleet that had done such splendid work there, having received the United States Government's notice that the Spanish fleet was supposed to be heading in that direction. She also reported that the Nashville had blown out one of her starboard high-pressure cylinder heads and was steaming in slowly for repairs. There had been no firing at Cienfuegos since the cable-cutting episode. The Wasp was allowed to proceed.

The squadron took an eleven-knot speed, and active preparations for battle were made, the decks being stripped for action and the main batteries loaded. At 1 o'clock the Nashville passed the squadron within hailing distance, bound for Key West. She signaled her number and destination and was not stopped.

The Cincinnati and Vesuvius Met.

On Friday morning at 9 o'clock, when just in sight of the Cape San Antonio Light, the smoke of two steamers was made out on the horizon. A call to the guns and to prepare for action awakened the greatest enthusiasm among officers and men, and much disappointment was manifested when the strangers were made out to be the United States cruiser Cincinnati and the dynamite cruiser Vesuvius. Capt. Chester of the Cincinnati came aboard the Brooklyn, and to Commodore Schley gave a summary of their patrol work about the coast. They had not seen the Spanish fleet or any indications of it.

To Capt. Cook the Captain of the Cincinnati said that he believed it to be of no utility to attempt to land munitions of war on the coast unless we also landed troops, for absolutely no dependence could be placed upon the insurgents for assistance. He believed that the arms and ammunition already landed were in the hands of the Spanish. Maceo, the insurgent leader, had not shown any interest in the matter, but had claimed to have been insulted because communications sent him at greatest risk of life were not officially addressed. The Cincinnati and the Vesuvius left for Key West to get coal.

Saturday at 5 o'clock Cienfuegos was sighted. Sunday morning at 7:30 o'clock, while all were at breakfast, a torpedo boat was seen near the entrance of the harbor. There was a quick call to general quarters, but, the boat disappearing, breakfast was resumed. At 8 o'clock the smoke of a steamer was seen to the southwest. It proved to be that of the torpedo boat Dupont with dispatches for the fleet.

The Iowa Joins the Fleet.

A close inspection of the Harbor of Cienfuegos failed to reveal any indication of the Spanish fleet, although the shore batteries defiantly raised their Spanish standards. A group of cavalry was seen on shore at one point, but no attempt was made to fire on it. At noon the Iowa steamed within sight and joined the squadron. "Fighting Bob" and his splendid battleship were cheered to the echo. The Iowa announced that the Marblehead, the Castine, and the collier Merrimac would be here in the morning.

At 5 o'clock Commodore Schley took his squadron, now a most formidable aggregation of ships, and ran close into Cienfuegos Harbor, discovering that there were no warships there, but only a few schooners and a small gunboat. "It is the Spanish squadron I'm looking for," said the Commodore, "and not a few almost ruined Spanish subjects in Cuba," and so not a shot was fired.

At 8 o'clock the Scorpion was sent away to Santiago de Cuba, 300 miles distant, for the purpose of communicating with the Minneapolis or the Harvard, one of which was supposed to be there, so that they could take dispatches from the fleet to Haiti, for direct cable to the Navy Department. The Minneapolis, which is still attached to the Flying Squadron, left Hampton Roads one day later than the rest of the squadron and went to the east, completing, with the rest of the squadron, a circuit of the Island of Cuba.

Sunday evening the guns on the flagship were christened. The men in the port eight-inch turret had signs painted to put over their guns, and labeled them the Dewey and the Schley. In the starboard turret they named them the Farragut and the Cushing, and in the forward turret the "Kid" McCoy and the John L. Sullivan. One of the five-inch guns was named the Paul Jones, and in Lieut. Rush's after eight-inch turret the two big guns were named the Lawrence and the Perry.

First News from Santiago.

On Monday morning, May 23, great excitement was caused by news that the Spanish fleet was at Santiago de Cuba. The news was brought by the Hawk, the converted yacht, which came from Key West with the gunboat Castine and the collier Merrimac. Her Captain said that the Minneapolis, which had been sent scouting through the Windward Passage, had discovered the fleet on Thursday morning and had run to Haiti and cabled the news. The Hawk came down with all speed. Much concern was felt for the safety of the Scorpion, which left Sunday night bearing dispatches from Commodore Schley. The work of coaling all the vessels was proceeded with immediately, and continued actively all the morning.

The plan to seek the Spanish fleet at Santiago de Cuba, where it was believed to be, was changed later, on May 24, by information brought by the British ship Adula, which was stopped outside of the Cienfuegos blockade by order of Commodore Schley. Lieut. Edward Simpson of the flagship Brooklyn was sent to board her.

Capt. Walker of the Adula said he was bound for Cienfuegos with an order of Consul Dent, at Kingston, Jamaica, to bring off Seaman Hoffem of the United States ship Niagara, lying in the hospital there with a broken leg, and such neutrals and other Americans as he could find there. He had visited this same port some ten days ago and had taken out 327 passengers, of whom only four were citizens of the United States. He was in Santiago de Cuba on May 17, on his way to Jamaica, and while in port there the batteries opened fire on two American warships lying off the harbor. The firing began at 12 o'clock and lasted until 1:30. He believed the ships were the Harvard and the cruiser Minneapolis, although he was not certain.

At midnight the next day he saw the lights of seven ships about seventy miles south, one-half west of Santiago de Cuba, and believed they were the Spanish fleet, for the next day, when he arrived at Kingston, there was a cablegram announcing the arrival of the fleet there. He saw nothing of the American ships. He had been told later that the Spanish ships only staid there for a day, and then left.

Mines in Cuban Harbors.

He said that twenty-seven electric mines had been laid in Cienfuegos Harbor, but that they did not work well and that the electric connections were broken and the mines were fixed so as to explode by contact. He did not know the position of the mines. When he was in the harbor a week ago there was one torpedo boat, which had been somewhat damaged in an encounter with the Eagle, and two small gunboats about the size of a large tug. The Harbor of Santiago had about twenty-one electric mines in it, and the place from which they were worked was a low thatched hut on the west side of the entrance, 300 yards inside. There were no contact mines there that he knew of.

The Adula was allowed to go inside, and, running up to the entrance to Cienfuegos, she signaled for a guide. One of the little gunboats ran out, taking care to keep in the lee of the neutral vessel, and after a parley guided her in.

The statements of those on the British ship led Commodore Schley to take a different view of the matter, and, instead of running right on to Santiago, he concluded to remain at Cienfuegos and investigate the harbor, believing that if not already hidden there the Spanish fleet would come along the coast.

The harbor is very deep and runs in behind the hills. It is reached by two sharp turns, thence up a narrow passage only wide enough for a single ship to pass. Commodore Schley expected every hour to hear from the Minneapolis or the Harvard, and in the meantime thought it wise to wait until the British steamer came out, suspecting that perhaps the Spaniards might not let her leave port, which would indicate the presence of the enemy's warships. The Hawk was sent to Key West with dispatches and mail.

The same day the officers and men were routed out of their quarters in a hurry, the Officer of the Deck having announced the smoke of three steamers on the horizon to the southeast. The alacrity and the enthusiasm with which the men got to the guns was remarkable. When the three ships hoved "hulls up" on the horizon they proved to be the United States cruiser Marblehead and the two converted yachts Eagle and Vixen. The Marblehead brought out mail and telegrams. Commander McCalla told Commodore Schley that certain shore signals which the fleet saw Monday night were from the insurgents, who had agreed with him before he left the locality to communicate.

Commodore Schley Mistaken.

At this writing Commodore Schley believes the Spanish fleet to be in the vicinity of Cienfuegos, and an attempt to force an entrance into the harbor may be made to-night. Commodore Schley thinks that, there being a railroad connection with Havana from here and none from Santiago, the fleet came here as soon as the Spaniards found that the blockade had been raised by the United States fleet prior to the arrival of the Flying Squadron. The squadron is now a heavy and formidable one.

Three thousand rounds of ammunition were transferred to the Marblehead this morning, and there will be an attempt made to land it.

Dispatches written since the foregoing have shown that Commodore Schley became convinced last Wednesday that the Spanish fleet was not at Cienfuegos, and sailed for Santiago de Cuba.

SPORT IN BLOCKADE DUTY.

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KEY WEST, May 29.—Life on blockade duty has its bright as well as its dull side.

While the large vessels of the blockading fleet are envied by the smaller craft as those likely to be in "at the death" in a naval battle, the boats of the mosquito fleet are the only ones at present getting the benefit of the sport attendant upon a Summer cruise in Southern seas.

The battleships and cruisers stand too high out of the water, while the decks of the monitors lie too often buried under the waters to offer any facilities for bathing, fishing, or shark shooting.

The gunboats, yachts, and dispatch boats, on the other hand, although wooed to a life of scouting, patrolling, and coast surveying, are specially adapted, by reason of their light draught and low freeboard, to follow the chase after fish and fowl while fulfilling the duties to which they are assigned.

Off Diana Key, commanding the entrance to Cardenas Harbor, lies a gunboat to prevent the escape of a couple of Spanish so-called gunboats reported in the port. The consequent leisure afforded its crew enables the men to spend the day on shore shooting gulls and hunting eggs on the solitary reef, so thickly populated by sea fowl of every description.

Beyond, under the lee of Point Icacos Light, the rocks form a natural breakwater, which renders bathing perfectly safe and secure from the unwelcome intrusion of sharks, which abound in Cuban waters.

No better means of discovering masked batteries exists than that of offering to the enemy a human target about to take a plunge in hostile waters.

Off the Playa del Chivo, to the eastward of Morro Castle, where the upright plates of the City of Alexandria jutting out of the restless waves involuntarily remind one of the more recent wrecking in Havana Harbor, the hungry sharks of the Gulf seem to have established their headquarters.

Fifteen or twenty of these brown-skinned, white-bellied monsters hang around a passing vessel or follow it for miles, their sharp-pointed fins sticking straight out of the water. A chunk of meat tossed overboard will bring three or four of them to the surface, presenting an ample bull's-eye to the eager and alert officers, who pepper them with pistol and rifle shot. It is seldom that a shot buries itself in any vulnerable part of the shark's anatomy, but all the same it affords rare sport and offers an excellent opportunity for rifle practice and good marksmanship.

Meriden Silverware
Gold and Silver Plate
AND
Sterling Silver
The Meriden Company
Silversmiths
Madison Square, 208 Fifth Avenue
Factories: Meriden, Conn.; Hamilton, Ont.

SPANISH SUPPLIES CAPTURED.

Carillo Attacks Remedios and Kills Thirty-two Spaniards, with a Loss of Nine Men.

LONDON, May 30.—A dispatch to The Standard from Key West says:

"Intelligence has been received here from Cuba that a portion of the army of Gen. Maximo Gomes, consisting of 300 cavalry and 500 infantry, on Saturday at daylight attacked, captured and held for two hours the town of Remedios, in the province of Santa Clara.

"The Cubans were under the command of Carillo, and the object of the attack was to capture a supply of provisions sent three days before for the Spanish troops, who numbered 3,000 men. Gen. Carillo, hearing of their arrival, sent to Gen. Gomes for reinforcements, and, having received 100 infantry and 200 cavalry, decided to attack at dawn. His camp was formed Friday night about three miles from Remedios. No fires were permitted, and all orders were given by word of mouth, instead of bugle.

"At 3:55 A. M. on Saturday the troops formed for attack, the cavalry under Gen. Carillo being in front and the infantry under Col. Borra constituting the second line. They were almost in the town before sentry gave warning. The cavalry charge practically decided the capture, and the infantry, following at double quick, looted the place of everything edible, which was sent to Gen. Gomez, as well as 304 Mauser rifles and 30,000 rounds of ammunition, under an escort of 50 cavalry and 100 infantry.

"The loss of the Cubans was four killed and three wounded. The Spaniards lost 32 killed and 63 wounded. The Cuban troops had eaten nothing but 'juita' for weeks and had no bread or coffee. Consequently they are revelling in the canned beef, sardines, coffee, and other edibles of the capture.

"Two hours after the town was taken the Spanish troops, who had been reinforced, returned and recaptured Remedios. Five Cubans were killed or wounded in the second engagement. The Spanish loss is unknown."

The Cruiser Yankee Sails.

The United States auxiliary cruiser Yankee, sailed yesterday afternoon, passing Staten Island about 4 P. M., and out at the Hook at 5:39 P. M.

Newark Business Man a Suicide.

NEW HAVEN, May 29.—Albert Brenan, aged forty-five, President of the Atlantic Window Shade Company of Newark, N. J., and whose residence was at 83 Hamburg Place, in that city, was found dead to-day by fishermen in a bathhouse on the beach at West Haven. He had committed suicide by taking paris green. It was the opinion of Medical Examiner Barnett that he had been dead nearly forty-eight hours. A brother-in-law of the suicide resides in West Haven, and before leaving home a few days ago Mr. Brenan expressed the intention of visiting him.

Gen. Erastus N. Bates Dead.

Gen. Erastus Newton Bates, prominently identified with the civic and military history of the States of Illinois and Minnesota, died in Minneapolis last night, aged seventy years. He was one of the framers of the charter of the State of Minnesota and its first Senator. He was also State Treasurer of Illinois for two terms, and at a later period declined the nomination for Governor of that State on the Democratic ticket. During the war he enlisted in the Eightieth Illinois, and rose from the ranks to Brigadier General. He and his command were captured and imprisoned at Andersonville and Libby Prisons. The body will be taken to Springfield, Ill., for interment.

Murder at Elmira.

ELMIRA, N. Y., May 29.—At 12:40 o'clock this morning Edward Murphy was stabbed in the heart by Patrick H. Maine, on the corner of East Church and Sullivan Streets. Maine, who is a one-armed switch tender for the Elmira and Horseheads Street Railway, says Murphy attacked him and that he killed him in self defense.

New York Symphony Orchestra.

At the annual meeting of the New York Symphony Orchestra held last week the following officers were elected: President—Ludwig Manoly; Vice President—Paul Miersch; Secretary—William F. Hofmann; Treasurer—Julius Spindler. The officers flatly contradict the reports that have been in circulation that the orchestra is to be disbanded.

Cut Rates from the Pacific.

SAN FRANCISCO, May 29.—The Southern Pacific Railroad Company has announced that the net rate to Chicago, second class, will be $32.50, and to New York, $42.55. The first-class rates will not be affected. The new schedule will go into effect June 5.

The Naval War Board.

From The Buffalo Commercial.

The Naval War Board is composed of some of the ablest men in our navy, including Capt. A. T. Mahan and Admiral Sicard. It is an auxiliary agency for gathering and sifting information and aiding in every possible way the naval commanders in active service. Secretary Long did well to authorize the statement that the fleet commanders are not directed by the Naval Board, and have a perfectly free hand in executing such general orders as "Capture or destroy enemy's fleet." If the public has to wait a week for sensational news it must have a scapegoat to blame for the "inexcusable delay," and the "strategy board" is the most convenient victim. Secretary Long declares that it has not made a single mistake, and gives it his warmest commendation.

Ex-Congressman Morse Ill.

From The Boston Journal, May 28.

There is no apparent improvement in the condition of ex-Congressman Elijah A. Morse. He has been seriously ill at his home, on Washington Street, Canton, for several weeks, and his condition at the present time is such as to necessitate constant professional attendance.

AT THE HOTELS.

ASTOR—M. Enriquez, City of Mexico; Count Bubua, Vienna, and Capt. John W. Collins, United States Navy.

FIFTH AVENUE—Gen. S. B. Buckner, Kentucky; E. B. Craig, Secretory of State, Tennessee; Chief Justice Charles Andrews, Syracuse; Ex-Gov. William A. McCorkle, West Virginia; and L. A. Van Romondt, St. Martins, W. I.

GERLACH—Lady Cairn, Ottawa, and A. Ferguson, Ottawa.

GILSEY.—Major Hamby, Bermuda.

HOLLAND.—Lieut. Commander C. W. Hazletine, United States Navy; H. M. Phelps, London, and M. Oakshott, Aldermanic Board, Liverpool.

WALDORF—A. Daljaff, Paris, and Hemsley Emory, Washington.

ARRIVAL OF BUYERS.

Representatives of Out-of-Town Firms Now in the City.

Burke, Fitz Simons, Hone & Co., Rochester, N. Y.; T. H. Breslin, carpets; Grand Hotel.
Wolff, S. M., Thomasville, Ga.; dry goods, notions, and furnishing goods; Hotel Marlborough.
Waldman Brothers, Albany, N. Y.; C. Waldman, cloaks and suits; Hotel Imperial.
Saks & Co., Washington, D. C.; S. Saks, clothing; Broadway Central Hotel.
Hartley, E. T., Fairmount, West Va.; dry goods and notions; St. Denis Hotel.
Epstein, L. & Brother, Savannah, Ga.; S. J. Epstein, dry goods, 870 Broadway; Hotel Albert.
Hiffen, J. H., Dry Goods Company, Cincinnati, Ohio; C. J. Gessing, domestics; W. C. Strachley, dress goods, 377 Broadway; St. Denis Hotel.
Sterling, Welch & Co., Cleveland, Ohio; W. R. Havens, carpets; Grand Hotel.
Porteous & Mitchell, Norwich, Conn.; J. Porteous, cloaks and suits; 57 White Street.
Smith & Murray, Springfield, Mass.; A. Laith, cloaks and suits; 57 White Street.

SKILL MEANS ECONOMY.

"I have now, ladies," remarked Mrs. Rorer at the close of one of her lectures on cookery at the Harlem Opera House, "I have now been cooking for an hour and a half, and I have used not more than six cents' worth of gas." Some among the audience looked incredulous, and one lady was heard to say, "Wait till she gets her gas bill." But Mrs. Rorer was precisely correct, and she had carefully explained just how she made such an economy in fuel. The gas was not turned on a moment before it was needed, and the instant the heat was no longer necessary, off it was turned. In other words, skill and attention mean economy in the management of a gas range, just as they mean it everywhere else. The doubting ladies forgot that it was their careless and wasteful servants who made Mrs. Rorer's figures seem ridiculously small to them. The gas range repays skill applied to its use. It is capable of yielding the best cooking at the lowest cost, but intelligent handling alone brings out its capacities.

REED & BARTON,
SILVERSMITHS,
Broadway & 17th St., N. Y.
8 Maiden Lane, N. Y.

SPANISH SPIES IN DANGER

A Letter Stolen from the Bureau in Montreal May Get Them Into Trouble.

CONTAINED A LIST OF NAMES

An Agent of the United States Secret Service Supposed to Have Obtained Possession of the Incriminating Document.

MONTREAL, May 29.—Lieut. Carranza, Señor du Bosc, and other members of the Spanish Spy Bureau here are much disturbed. A letter which is said to have contained a list of names of Spanish spies in the United States was stolen from their house, at 42 Tupper Street, yesterday. The entire city detective force is looking for it, but is is gone, and is supposed to be in the United States by this time. Chief Kellert of the Metropolitan Detective Bureau has been arrested on suspicion of having stolen the letter, as he is supposed to have done work for the United States Government, but it is likely that he has been mistaken for the United States Secret Service agent who stole the letter.

It is understood that Carranza has offered $1,000 for the return of the letter. The detectives are now scouring the city, since until it is proved that the Spaniards are guilty of plotting they must be protected. Chief Kellert was arrested in bed at 3 o'clock this morning. His house and office were searched from top to bottom, but no letter was found. The warrant was sworn out by Lieut. Carranza, "for stealing a letter addressed to him in an envelope having an eight-cent stamp." The Chief spent five hours in the cells, and was then released.

The letter was stolen by a man who went to Mrs. Simpson, the agent of the house in which the Spaniards live, and got an order to look at it on the pretext that he wanted to rent it. He had men watching the house to see when the Spaniards went out. When they did go out he rang the bell and was allowed by the servants, who were engaged by the former occupant, to roam all over it.

When Carranza came back the letter was gone. He immediately applied to the police. They started to work and from the description they thought the thief was Kellert. One of the girls who saw the man was taken to see Kellert, and said she recognized him. Carranza himself went to Chief Kellert's office to have a look at him. For some reason or other he thought he was the man.

Kellert denies it, and his lawyer, R. A. Greenshields, says he can prove an alibi by five witnesses, and that some other man stole the letter. They say they will sue the Spaniards for $50,000 for false arrest. H. C. St. Pierre, a criminal lawyer, who fought in the rebellion in the United States, is the lawyer for the Spaniards. He says the letter was stolen, and contained valuable information. He is said to have admitted that it contained names of people who would get into serious trouble. He thought Chief Kellert probably would give up the letter and save further prosecution. Carranza is furious at not being better protected. He admits that the letter is very important.

CARDENAS HARBOR CLOSED.

Filled with Sunken Obstructions by the Spaniards in Order to Keep Out Our Ships.

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CARDENAS, May 28.—Cardenas Harbor has been closed completely by the Spaniards since the attack on the Winslow and other American torpedo boats. This fact was demonstrated yesterday by the attempt of the English steamship Myrtledene to enter the port to take on a cargo of sugar.

The Myrtledene had begun to take on cargo when war was declared, and she was ordered out by the American gunboat Machias. The steamer's owners claimed that, under the blockade proclamation, she was entitled to thirty days to load, and Secretary of the Navy Long gave the ship permission to return and complete her cargo. She found, however, that the harbor was filled with sunken obstructions and could not get in. She lies outside the harbor, her Captain uncertain whether to attempt to bring her cargo out in lighters or wait for the war to end.

The waters of Cardenas are too shallow for big ships, and the Winslow tragedy probably has closed the history of naval operations in that quarter.

The Alliance at Key West.

KEY WEST, May 29.—The Panama Railroad steamer Alliance, from New York with a general cargo and four passengers for Colon, Colombia, touched here this morning to learn the situation before proceeding on her voyage. She was fired on by a Spanish vessel during her last trip this way and fears falling a prize to Spain. She will not sail to-night, but will wait for orders from the main office.

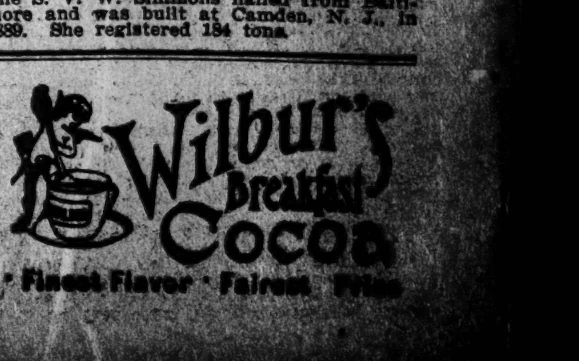
Spanish Ship Enters Nuevitas.

MADRID, May 29.—Advices received here to-day from Havana say that a big sailing ship, from Barcelona, having on board a cargo of provisions and arms, arrived yesterday at Nuevitas, the northern port of the City of Puerto Principe, capital of the Cuban Province of that name, after running the blockade.

The United States ships are not attempting a blockade of Nuevitas.

Schooner S. V. W. Simmons Founders.

The Clyde Line steamer Oneida, which arrived yesterday from Jacksonville and Charleston, had on board the crew of the schooner S. V. W. Simmons, which she picked up in the morning about four miles southeast of Northeast End Lightship. The schooner was sunk off the Northeast End Lightship, where she lies with all sail set and topmasts about thirty feet out of water. The S. V. W. Simmons hailed from Baltimore and was built at Camden, N. J., in 1889. She registered 184 tons.



LESSONS OF CAMP ALGER

Those Who Saw the President Hold a Review Return to Washington Wiser Men.

TROOPS ILL-CLAD AND RAW

Men from Ohio and Pennsylvania Without Arms or Uniforms—New Yorkers the Best Equipped—Water Supply Bad.

WASHINGTON, May 29.—Twenty thousand persons, it is estimated, were yesterday at Camp Alger, near Falls Church, Va., to witness the review by the President of the 12,000 or 13,000 troops in camp there. The audience was large, and it brought back a good deal of interesting talk. Many of those who went over to see how the volunteers looked and performed were shouting a week ago for the early transfer of troops to Cuba, including some of the men who have been mustered in within the month. Some of these people have changed their tune. They are now of the opinion that time can be employed profitably in getting troops ready, instead of sending them to do battle without uniforms, without arms, and sustained by uncomfortable rest and insufficient and improper food.

Camp Alger proved to be an object lesson to many. Several of the regiments, one from the President's own State, were largely without uniforms and arms, and it was learned that they are destitute of much that is required to make soldiers out of raw recruits. Pennsylvania, supposed to be one of the States well equipped, showed lack of preparation.

New York and New Jersey were all right, and everybody was proud of the New York troops.

The returning crowd brought back a sad story about Camp Alger. It is declared to be a badly selected place for camping a large body of men. Water, one of the first and constant needs, is extremely scarce, the supply being so scant and difficult to obtain as to prove a great distress to the men. Two wells were driven to take the place of the absence of natural springs, and one of these, which had begun to flow, stopped short yesterday. No one has thus far been able to explain why the camp was located just where it is.

Men who are qualified to judge of such things say that the choice could have been made only by a blunderer or some one who was concerned in a job. There is no real estate to be marketed by having the camp in this waterless place. There is an electric railway running from Washington to Falls Church, about four miles from the camp, and this has enjoyed a large business, after it had been on the verge of failure for some time. Now the cars can scarcely convey the friends of soldiers who desire to get to the spot.

MORE TROOPS AT CAMP ALGER.

WASHINGTON, May 29.—When taps were sounded at Camp Alger to-night, 18,000 men gladly sought their tent-covered bunks. It had been a hot, tiresome day, and all were glad of the rest night afforded them. The corps commander, Gen. Graham, to-day issued General Orders No. 7, detailing the organization of the Second Division of the Second Army Corps. Brig. Gen. George W. Davis reported to Gen. Graham, and assumed command of the new division. All of the troops comprising the Second Division have not arrived in camp yet, but their assignments have been made, and upon arrival they will report directly to their brigade commanders. There are now in camp no brigades unattached. Gen. Davis established his headquarters in a farmhouse about a mile from the headquarters of Gen. Guenther, and nearly in the centre of the outlying portion of the camp.

To the brigades which constitute the Second Division the following assignments were made:

First Brigade—One Hundredth and Fifty-ninth Indiana, Third New York, and Twenty-second Kansas, under command of Col. Barnett of the One Hundredth and Fifty-ninth Indiana.

Second Brigade—Sixth Pennsylvania, Fourth Missouri, and Ninth Ohio Battalion, under command of Col. Scholl of the Sixth Pennsylvania.

Third Brigade—Third Missouri, Second Tennessee, and First Rhode Island, under command of Col. C. W. Abbott of the First Rhode Island.

Gen. Davis announced the appointment to his staff of Lieut. Van Deman, Twenty-first United States Infantry, and Major Schuyler, Third United States Cavalry.

Frederick S. Strong, Assistant Adjutant General of the United States Army, has been appointed Adjutant General of the First Division.

First Lieut. George D. Schneider of the Twelfth Pennsylvania has been appointed as assistant to the Chief Engineer of the corps.

The Twenty-second Kansas arrived late last night. It left the State camp at Topeka on Wednesday. The regiment is commanded by Col. C. C. Lindsay, and is 1,043 strong. The men are without uniforms, and few of them have rifles or other accoutrements. Five cases of measles developed in the regiment during the trip to Washington. The sick men were sent to a hospital here. None of the cases is serious. The regiment will be equipped with uniforms and rifles and have all needed supplies to-morrow.

Two more regiments arrived to-day, the Third New York and the Third Missouri late to-night. The New York regiment is excellently equipped, having everything necessary except army shoes. These the men will receive to-morrow. The regiment has 1,022 men, under command of Col. Hoffman. They arrived at Dun Loring at 8 o'clock this morning, and before noon had pitched their tents in the camp three miles away.

This afternoon at 4 o'clock the second death occurred in the camp. It was that of Private W. D. Conniff, Company D, First New Jersey Volunteers. The body will be sent to his home, at Verona, to-morrow. He died of acute Bright's disease, and was ill only eighteen hours.

Capt. Washabaugh of the Twelfth Pennsylvania, who obtained on Friday forty-eight hours' leave in order that he might get married, reported for duty to-day.

SUNDAY AT CHICKAMAUGA.

CHICKAMAUGA NATIONAL PARK, May 29.—This was a day of rest at Camp Thomas, all drills of every kind having been dispensed with. Memorial services were held in many of the regimental tabernacles, and a large number of men had leave to attend the services at the various churches in the city.

It was learned from the Chief Surgeon's headquarters that the largest percentage of sickness in camp is in the Wisconsin, Minnesota, and Illinois regiments, and that the percentage of sickness among these regiments is small and inconsequential. The health of the camp, considering the conditions, is remarkably good, and it is believed that, aside from the usual slight complaints incident to the season, the worst of it is now over with the men who have made such a radical change in temperature, water, and diet.

Lieut. Col. Hartsuff, Chief Surgeon on Gen. Brooke's staff, asks the Associated Press to announce that he cordially indorses the plan adopted by the National Relief Committee, of receiving and disbursing supplies to sick and needy soldiers contributed by friends at home. He states that he has received a number of communications from various States inquiring as to how the supplies of the character mentioned might be sent to the soldiers in camp here. He therefore announces that the National Committee organized in Chattanooga will take care of and distribute all contributions of this character promptly and satisfactorily.

Two troops of Grigsby's cowboys arrived to-day in command of Capt. J. S. Gregory from Fargo, S. D., 150 men and 200 horses, and without other equipments. These troops complete the regiment of 1,000 officers and men. Their supplies have arrived and will be distributed to-morrow.

The complaint about water among the various regiments has now been quieted. The pipe lines from Crawfish Spring and Chickamauga Creek have been completed to those regiments most remote from water supply, and by to-morrow night the pipes will be finished to points very near every regiment in camp.

It is understood that the two army corps, the First and the Third, now being formed, will be the only troops to occupy park territory. Negotiations are now pending to lease a tract of 3,000 acres, just outside and north of the park, near what is known as Grimes' Lake, a body of fresh water supplied by never-failing springs. The Sixth Corps, to be commanded by Gen. Wilson, will occupy this site if it is acquired. The ground is high and rolling, and its close proximity to water makes it a most desirable point for the encampment of a large body of men.

In pursuance of the order from the War Department recently issued that all volunteers be vaccinated, Chief Surgeon Hartsuff has received forty-thousand vaccine points, of which he has already distributed 30,000.

COL. W. J. BRYAN'S REGIMENT.

It May Be Needed to Fill the Gaps in Other Nebraska Forces and Not Called Out.

LINCOLN, Neb., May 29.—It now looks as though Col. Bryan's regiment would not be called out. The receipt of the following telegram by Gov. Holcomb has caused a commotion:

> Governor of Nebraska, Lincoln, Neb.:
>
> It is estimated that about 660 enlisted men will be required to fill to the maximum the organizations already in service from your State. It is desired to know how far you will be able to furnish the above number.
>
> R. A. ALGER, Secretary of War.

The complaint is that the recruiting of 660 additional men to serve in the two regiments under Col. Bills and Col. Bratt will take such a proportion of Nebraska's quota under the second call that there will be only a part of a regiment left for Col. Bryan to command, and if he goes to the front with Nebraska troops he can only hold a commission as a Major. The Governor wired back to the Secretary of War as follows:

> Hon. R. A. Alger, Secretary of War, Washington:
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> Answering telegraphic inquiry, Nebraska will promptly furnish full quota men assigned it, and in such a manner as your department may prescribe. If you mean to ask my opinion, I would respectfully suggest that in my judgment the present maximum strength will prove more efficient and more satisfactory to the officers and men if the companies are to be kept recruited to present strength. Anticipating the possibility of a second call the Third Regiment has been organized under command of W. J. Bryan, which is at your service. Could be ready for muster on a few days' notice.
>
> SILAS A. HOLCOMB, Governor.

THE 147TH REGIMENT.

Major Eddy to be Colonel and E. C. Brennan Lieutenant Colonel.

Major William H. Eddy of the Forty-seventh Regiment, who was detailed by Gov. Black to organize the One Hundred and Forty-seventh Regiment is to be the Colonel of that regiment. He joined the National Guard Nov. 16, 1875, was promoted as Corporal May 9, 1876, Sergeant, Jan. 15, 1878, Second Lieutenant, Aug. 5, 1879, First Lieutenant April 14, 1882, Captain Feb. 4, 1884, Major May 20, 1887.

Assemblyman Edward C. Brennan will be the Lieutenant Colonel. He brings into the One Hundred and Forty-seventh Regiment nearly 600 men, a large number of whom have seen years of active militia or regular army service. Major Eddy had already secured 300 recruits, to that the regiment is in position to obey a call to the front almost immediately.

A meeting will be held at the Armory on Friday at 8 P. M., at which Major Eddy will preside. President E. M. Grout, Gen. James McLeer, Gen. Horace Porter, James D. Pell, the Rev. A. Stewart Walsh and others will address the gathering, which will be for the purpose of assisting in the organization of the regiment. Company A is already drilling.

SPANISH COUNT IN OUR ARMY.

Color Sergeant Ballan Holds the Hereditary Title.

SPRINGFIELD, Ill., May 29.—Color Sergeant Alexander Ballan of the First Illinois Cavalry is a real Spanish Count. His father moved from Spain to Ecuador, and Alexander was born there. He served in the Peruvian Army during the war with Chile in 1882-1884, and his brother was in Troop M, First United States Cavalry for several years. Alexander was educated at an English college and afterward served as Consul for Ecuador at San Francisco. Besides this he has been in the Consular Service in several other countries. He has lived in America for fourteen years.

During his life the Count has been an extensive traveler. He has visited many of the English possessions, and has been as far north as Alaska. He has also spent several years in Australia, and is thoroughly conversant with the modes of life and the industries pursued in all of these countries. His father was a Count, and the title descended to the Sergeant.

Three Deaths at Camp Thomas.

WASHINGTON, May 29.—There were three deaths to-day as follows:

PIERCE COLLYER, aged 18, Company H, Fourteenth Minnesota, of Beaver Falls, from pneumonia, contracted in camp before reaching Chickamauga.

HERBERT O. BURNHAM of Lynn, Mass., Company D, Eighth Massachusetts, pneumonia.

LUDWIG BONHERT of Springfield, Ill., Company D, Fifth Illinois, blood poisoning.

All three men were prepared for burial to-day, and will be sent to relatives to-morrow for interment.

Rough Riders Start for Tampa.

SAN ANTONIO, Texas, May 29.—The regiment of "Rough Riders" left for Tampa this evening and 100 cars were required to transport them. The officers expect to reach Tampa early Wednesday morning. All the soldiers are in good health and eager to get to the front. All surplus baggage has been discarded. The soldiers left here in light marching order and will be ready to embark for Cuba immediately upon arrival at Tampa. The regiment numbers 1,055 men and there are 1,258 horses and mules.

MANY VISITORS AT SEA GIRT.

Gov. Voorhees Will Review the Troops—Court-Martial for a Musician Charged with Assaulting a Guard.

SEA GIRT, May 29.—The members of the Second Regiment of Paterson and Orange, Col. Edwin Hine, were overrun with visitors to-day. The trains to Camp Voorhees were crowded with sightseers, and fully a thousand wheelmen helped swell the throng. There were no drills to-day, and with the exception of guard mount and dress parade the volunteers put in an easy day. The day was cloudy, but no rain fell to interfere with the routine work of the camp.

Tenders of volunteers to make up the State's quota under the second call of President McKinley continue to pour in by mail and telegraph upon the Governor, and the offers already on file are sufficient to make up three full regiments. These offers will not be considered until definite information is received from Washington.

Divine service was held at 10:30 A. M. in the open air on the lawn west of the Governor's headquarters. The sermon was preached by the Rev. Dr. Charles H. Jones, Chaplain of the Second Regiment.

Musician Frank McCartney of Company I, Paterson, is a prisoner in the guard house, charged with running the guard and assaulting Sentinel Hutter on his post last night. McCartney refused to halt when called upon to do so, and when Hutter ran the musician down, it is asserted McCartney assaulted him. The case was reported to Col. Hine, who ordered McCartney held in the guard house. He will be tried by a general court-martial. Under the Articles of War an assault on a sentry is punishable by imprisonment or death. McCartney has been in the guard house three times since the regiment has been in camp. He claims that when he ran the guard he was in search of his hat, which had blown off. He denies that he struck the sentinel. Two other members of the Second Regiment are in the guard house for running the guard and will remain there for forty-eight hours on a diet of bread and water.

To-morrow afternoon, at 1.30 o'clock, the Engineering and Construction Corps of the Second Regiment will give an exhibition of rapid camp making and breaking for the benefit of the expected Memorial Day crowd of sightseers. At 3 o'clock Gov. Voorhees will review the regiment and present, on behalf of the State, service medals to Major John Engle, Major Francis D. Jackson, Adjt. John T. Hilton, and Second Lieutenant John Brinkerhoff.

British Warships at St. John's.

ST. JOHN'S, N. F., May 29.—The British warships Partridge and Columbine arrived here to-day from Halifax, to form a part of the fishery protection squadron, on the French treaty coast. These were probably the warships sighted off Trepassey yesterday.

COL. GRANT'S FOURTEENTH

The Brooklyn Men at Camp Thomas Quick to Acquire the Manner of Veterans.

PRAISE FROM OLD SOLDIERS

Gens. Carpenter and Wade Compliment the Men on Their Appearance—Their Colored Mascot and Merriment.

CHICKAMAUGA PARK, May 29.—If present conditions continue in the rapid development of the Fourteenth New York Regiment, when the time for action arrives the old veterans of the Fourteenth will have no cause to regret the reputation they have intrusted to the keeping of these sturdy Brooklyn boys. Col. Grant is fast "licking them into shape," as the War Department so tersely styles the training of the volunteer forces. The Colonel believes that the plan of manoeuvre outlined by Gen. Wilson of "short and sharp drills will produce the best results." Gen. Carpenter, the First Division Commander, has been the guest of Col. Grant for the last few days and has scrutinized the work of the Fourteenth very closely. This morning at guard mount the drill was gone through with such precision and order that Gen. Carpenter said to Col. Grant, "Colonel, if I did not know you had such a large percentage of raw recruits I would believe those boys were regulars."

Later on in the day Gen. Wade, the Corps Commander, visited the camp and spoke of the remarkable cleanliness and order visible in every direction. While Gen. Wade was on tour of the camp one of the battalions passed out of the camp for field drill. Gen. Wade was unstinted in his praise of the step, alignments, and distances.

The esprit de corps is of the order that carries everything before it. Indeed when it is taken into consideration that 40 per cent. of this regiment were raw recruits, the feeling of pride shown by the men in the regiment is worthy of note. When Col. Grant accepted this command, he did so with the understanding that it should be of the first to take the active field, and in consequence he does not intend to be caught napping. Last Tuesday evening the first dress parade was held and it was exceptionally creditable. The men were compelled to cut and clear a road in order to perfect the formation, and this was performed in a very effective manner, with little loss of time.

That Col. Grant is determined to establish a new record and if possible add to the laurels of the old Fourteenth is shown in this little incident. It was on the 18th of May, 1861, when the Fourteenth was ordered from Fort Green to Washington. When the present regiment received orders to leave Camp Black, Hempstead, for Chickamauga it was the 17th of May—almost thirty-seven years to the day. Lieut. Col. Cline reminded Col. Grant of this and asked him if they could wait a day so as to leave on their anniversary.

The Colonel replied: "No, we go a day sooner, and beat them." Yet with all the serious work, the Fourteenth has time to find amusement, not a little of which is supplied by a little colored boy of twelve years, whom some one has named "Snowball." He was taken on at Sweetwater, Tenn., and of all the varied mascots quartered in Camp Thomas, surely no more curious picture can be found. His dress consists of tan shoes full of holes, and stockings the lower half of which are heavy red cross bars and the top all white, knee breeches and a coat all tatters with a white dress, frilled shirt, and to complete this assemblage of extremes he wears a new soldier cap. The little fellow has a full, clear voice and can sing "Hot Time in the Old Camp To-night" in a way that will make one's sides ache with merriment. Some of the officers, not to be backward in the fun, have formed a club, which is known as the "Barefaced Club." To become a member, all luxuriant "mustachios" and "mutton chops" must go. Some of the prominent and most active workers in the club are Major Tobey, Capts. Sweet, Foote and Holmberg.

A report has been sent out from here to the effect that Col. Fred Grant and the Fourteenth New York had been ordered to the Philippines. Col. Grant has heard of no such movement, and by way of denial that any such order had been issued he gave an outline of the work of the regiment here for the next two weeks, and intimated that in his opinion there would be no movement of volunteers for some time to come.

5,000 SOLDIERS AT MASS.

The Rev. Father Daly's Celebration at Camp Thomas—Notes of New York Regiments.

CHATTANOOGA, Tenn., May 29.—The Rev. Father Daly, Chaplain of the Sixty-ninth New York Volunteers, celebrated mass and holy communion at 6 o'clock this morning, and the entire regiment attended. At 9:30 high mass was celebrated. The attendance was something extraordinary, there being 5,000 or more soldiers present. There were large delegations from all the New York regiments, and many from the other States. The soldiers came all the way from one to four miles. The sight was most imposing, and, considering the excessive heat, it was remarkable for the order maintained. The Rev. Father Daly is arranging to have confessions heard on Tuesday next and holy communion celebrated Wednesday morning. Many of the officers present who attended the mass were Irish or of Irish descent, and an Irish-American club was started.

Major Ramsey has charge of the Sixty-ninth's canteen. Capt. R. H. Harding of the Fourteenth is in charge of that regiment's canteen.

Private Ewing of Company E, Ninth Regiment, was found guilty for being asleep on post, and a petition is being circulated in the regiment for clemency.

Lieut. Jones of the Ninth has been appointed Commissary. Private Joseph Faggert of Company I has been detailed as regimental clerk. Private George Lilly, Company B, also of the Ninth, have been detailed for division headquarters.

Twelve members of Company L, Eighth Regiment, have been court-martialed for breaking guard. Sergt. Long was reduced.

Col. Chandler of the First Arkansas is assigned to command the Twelfth Brigade, of which the Eighth New York is a part.

GIRL CYCLIST NEAR TO DEATH.

Lost Control of Her Wheel on a Hill and Barely Escaped a Long Island Train.

A number of bicyclists were coming down the hill on the Eastern Parkway Extension, between Bushwick Avenue and Broadway, Brooklyn, late yesterday afternoon. One of them was Miss Belle Thomas, a young woman living in Locust Avenue, Jamaica. The track of the Long Island Railroad cuts through the Parkway at this point, and as she came down the hill a train returning from Manhattan Beach came along.

The other bicyclists saw and heard the train, and jumped off their wheels to let the train go by. But Miss Thomas, who was in the lead, was so near the train that she lost her head and became panicstricken. She lost control of the pedals, and though she made frantic efforts, could not place her feet on them again, and so, the wheel gaining momentum every second, she involuntarily coasted straight toward the path of the on-rushing train.

A shout of terror rose from the other bicyclists behind her, and every one of them held his breath, expecting to see the girl dash into the train. Her hat had fallen from her head, and she was a picture of anguish and terror as she desperately clutched the handlebars, her feet reaching spasmodically for the pedals, and coasted to the railroad track.

It seemed to the horrified bystanders that the train had struck her, for as she went over the track the train and the bicycle seemed to come together. In fact, the girl had cleared the track by only a few inches ahead of the train. As she reached the other side of the track she fell from the wheel and fainted. She was carried into a hotel by Henry Payez of Bushwick Avenue and Vanderveer Street, and Lincoln Whittaker of 95 Vanderveer Street. In the course of half an hour she revived sufficiently to mount her wheel and ride home.

OPERATIONS AT TAMPA.

TAMPA, May 29.—Gen. Fitzhugh Lee will go to Jacksonville to-morrow, or in a few days, to establish headquarters at that place. He will still be under command of Gen. Shafter. It is proposed to have his regiments scattered along the East coast from Jacksonville to Miami. The regiments of his corps that are at Tampa will be reassigned to Gen. Shafter's corps or moved over to the East coast.

There is a lack of artillerists to handle the heavy siege guns destined for use in the bombardment of Havana, and the Second Massachusetts has been selected for this purpose. The men of this organization are well educated and are well fitted for such service, although they have had no training. Some of the siege guns will be unloaded at once and the Massachusetts men, assisted by a number of well-trained artillerists, will be taught how to handle the guns to the best advantage.

Great dissatisfaction prevails here on account of the failure to supply the volunteers with arms and uniforms. Some of the regiments are in sad plight. Even the regulars have not yet got their Cuban campaign uniforms.

It is said that 15,000 Khaki suits have gone astray between Philadelphia and this place. They are badly needed.

JOHN SHERMAN'S OPINIONS.

Wishes to God the War Had Not Been Started—Wants No Foreign Outposts and No Alliance with England.

CHICAGO, May 29.—"I wish to God the war was over," said John Sherman to-night. "I wish to God the war had never been started. I was opposed to it from the beginning. But now that we are in it, I want to see it brought to an effectual and as triumphant an end as possible.

"I think that we should be satisfied with the results so far. There has been some disposition to criticise the tardiness of Sampson and Schley. That is unreasonable, I think, because no one has any idea of what they are doing or of what the Spanish fleet is doing.

"As I said, statesmanship was opposed to this war. The demand of the people, reflected by Congress, as it always is, brought it on. The demand for the relief of the suffering Cubans was strong, but it was the destruction of the 266 sailors on the Maine which caused the war.

"You cannot judge Spaniards by the standard of any other nation. They have never been able to govern, as they have lost all the vast possessions they once held. They are cruel, brutal, and vindictive. They have never been able to maintain a stable form of government.

"The war had nothing to do with my resignation from President McKinley's Cabinet. In fact, up to the time I left, there had been no talk of war in the Cabinet. The question of getting the Spaniards out of Cuba came up, but there was no war talk.

"As to my relations with President McKinley, I care to say nothing. My friends in Ohio think I was badly treated. They wanted me to run for Congress as a sort of justification, but this was an honor I refused, and I want to say here, that I have never been in better mental and physical condition than now.

"We want neither the Philippines nor Cuba. We want no foreign outposts which we will have to defend with our ships. We do not want to be constantly in trouble with France, Germany, and possibly England.

"I do not believe in an offensive and defensive alliance with England. We need fear no nations in the world. Our country is safe from an invading army. Our seacoast cities are protected from a hostile fleet."

THE ALLEGED SPANISH SPIES.

Arturo and Antonio Cuyas and Manuel Angulo Known to the Cuban Junta.

Arturo and Antonio Cuyas and Manuel Angulo who, it was reported yesterday, were wanted by Government officials on suspicion of being Spanish spies, are known to the Cuban Junta in this city. One of the counsel of the Junta said yesterday that Arturo Cuyas was the head of the Spanish Information Bureau in New York, which had offices in the American Surety Company Building, 100 Broadway, and provided Madrid with news of the doings of the insurgent representatives here.

"I presume," he added, "that they must have had some arrangement with one of the telegraph companies, for they got our telegrams when we were planning filibustering expeditions prior to the outbreak of war. The news would sometimes reach Madrid before it got to the quarters for which we had intended it. We used the cipher, however, and frequently changed our cipher to prevent detection.

"While this bureau, at the head of which was Arturo Cuyas, was in existence, we were followed frequently in town, and have been lately. Those who were tracking must have been Spaniards. Manuel Angulo is now in Canada, where Du Bosc is directing the Spanish spy system. Du Bosc has, I do not doubt, a great many spies in this country. Angulo, at one time, was connected with the publishing of a paper, called Cuba, an Autonomist organ, which was sold at the elevated stations here. He printed a false statement in one issue of it over the signatures of several prominent Cubans here, and the next day they called on him and told him he must either retract it or they would put him in jail. He told them to write whatever they wanted, and he would print it, and he did so. The Cuyas brothers had something to do with Las Novedadas, the Spanish local organ, which ceased publication here some time ago, and is now being printed in Canada."

Manuel Angulo staid at the Hotel St. Marc, Thirty-ninth Street and Fifth Avenue, while in this city, and left it on May 8, going to Toronto. Antonio Cuyas was engaged in the same work as his brother in this city. Both figured in the city directory as "correspondents."

MAN HUNT AT KEY WEST.

Vigorous Search for the Spaniards Who Tried to Blow Up a Mortar Battery.

KEY WEST, May 29.—The three supposed Spaniards who tried to blow up the mortar battery near Fort Taylor Thursday night have not yet been captured. Capt. Merrill, Commandant at the fortifications, had armed search parties out looking for them last night, and to-day the torpedo boat Porter scouted in the adjacent waters in search of them, but without success. They are thought either to have gotten safely off to Cuba or to be in hiding on one of the neighboring keys.

Two of the suspects were seen driving along the beach road near the fortifications yesterday afternoon. They were followed to the eastern end of the island, where they were joined by a third man. All boarded a rowboat and made for Stock Island, a neighboring key.

One, who is thought to be the leader, carried a rifle. When last seen their boat was approaching a sloop or schooner lying off Stock Island. This morning both sloop and small boat were gone. The authorities have detailed descriptions of the men.

Among those arrested on suspicion in connection with the attempt to blow up the mortar battery was Paul Molin, correspondent of the Eclair of Paris, who was caught making sketches of the fortifications. As soon as his identity was established he was released, but he is very indignant over the arrest.

The Case of Correspondent Knight.

LONDON, May 30.—The Times complains bitterly of the refusal of the Spanish authorities in Cuba to release its correspondent, Mr. Knight, who, The Times says, was sent with the full approval of the Spanish authorities and in landing from a small boat was only complying with the Spanish request that he come in a neutral vessel.

Mr. Knight is locked up in Cabanas Fortress.

A Norwegian Steamer Stopped.

Capt. Hill of the Norwegian steamer Stalheim, which arrived yesterday from Mediterranean ports, reported that on May 10, in the Straits of Gibraltar, at 10:40 P. M., his vessel was boarded by an officer from a Spanish warship, which fired a shot across the steamer's bow. After examining her papers she was permitted to proceed.

CHANGES AT CAMP BLACK

Troops Now There to be Assigned to New Posts This Week.

GEN. FRANK TO VISIT CAMP

Will Look Over the Grounds with a View to Placing Additional Regiments Organized Under the New Call for Volunteers.

HEMPSTEAD PLAINS, L. I., May 29.—From present appearances there are surely going to be important changes at Camp Black before this week is over. The authorities are beginning to realize that to keep the men who are here now in their present quarters much longer without any intimation of what is in store for them will come nearer demoralizing them than the wretched weather conditions with which they have had to contend since they were first established on these plains, and which have made most of them thoroughly disgusted with their present surroundings.

Gen. Pennington, the commander of this post, is quite conscious of this fact, and is trying his best to ameliorate the sufferings of the troops as much as possible. He was in New York to-day, visiting friends, and while there met Gen. Frank, the commanding officer of the Department of the East. He discussed with the latter unofficially the conditions prevailing in camp at the present time, and learned that it is Gen. Frank's intention to come here at the first convenient opportunity and look over the ground himself, with a view to determining what is to be done here in the future.

While loath to commit himself directly, Gen. Pennington intimated that some disposition will be made of the three regiments still at Camp Black—the First, Twenty-second, and Forty-seventh—before the end of this week, and it is highly probable that they will all be assigned to garrison duty in the vicinity of New York Harbor. Hempstead Plains having been already designated as a camp of instruction, the intention is to bring the volunteers organized under the new call down here at the earliest possible moment. With this end in view, Gen. Pennington has ordered a complete change in the layout of the camp. The departure of six regiments has left great gaps between the quarters of the three remaining ones, which, under the proposed arrangement, will be brought close together in a straight line, and new arrivals will be located in the order in which they come on the same continuous line.

The Seventh May Come In.

There is a feeling here that the Seventh Regiment will go into camp on these plains some time this week, and the manner in which it will be received is causing considerable speculation. When approached upon this subject the soldiers here smile blandly and say that they will cross the creek when they come to it, but the look in their eyes which at once becomes noticeable when the Seventh is mentioned forebodes anything but a pleasant reception to the boys in gray. Still, officers declare emphatically that they will permit no nonsense and will do their best to prevent any ill-natured outbreaks in the ranks of their men.

Decoration Day will be celebrated by the men to-morrow in soldierly simplicity. Unfortunately there is no band here to provide an elaborate musical programme, and the soldiers will have to content themselves with whatever music can be furnished by the several fife and drum corps and the possessors of more or less primitive musical instruments in the rank and file. There are, as a matter of fact, a number of banjos, improvised guitars, and zithers in camp, and every man who can extract the semblance of a tune from these instruments will be called upon to do his share. By order of Gen. Pennington, all drills for the day have been suspended. There will be guard mount at 9 in the morning and dress parade at 6 in the evening. If the weather is favorable there is also the possibility of a review by the commanding officer.

The Tenth Battalion of Albany, which is now part of the First Regiment, has arranged a dress parade on its own hook for the afternoon, but it promises to be the wierdest thing in the way of a dress parade that ever has been attempted by a body of troops. Regulation uniforms will be eschewed and the men will wear whatever they may think most becoming to their individual and particular styles of beauty. Pails and buckets will serve in many cases for hats, fancifully arranged blankets and bed clothes will take the place of blouses, and for decorative objects it is intended to call upon the commissary department, which furnishes potatoes, onions, and cabbages. The rank of private will for the time being be entirely done away with, and nothing less than a Captain will be the rank of the lowest man in line. A Lieutenant General has not yet been selected, but any number of Major Generals, Brigadier Generals, and Colonels will officiate, and, all in all, a stirring review is expected. A vaudeville performance by a number of well-trained amateur artists in the battalion will follow the dress parade, but the special features of this part of the entertainment have been carefully withheld, and will be in the nature of a surprise to all but the performers.

Albany's Tramp Soldiers.

Considerable anxiety is being evinced in the ranks of the Tenth Battalion concerning the rumor that the 1,000 or more men recruited by Col. J. Meredith Reed of the Albany Rangers are to come down to Camp Black, and occupy quarters adjoining those of the Tenth. This regiment of volunteers, one of the Albany boys explained, was recruited in Albany some time ago, every man volunteering being rewarded with the sum of $1. This munificent remuneration proved so attractive that every tramp within range hastened to join, and the consequence is that the organization is one not overburdened with the esteem of the regular military organization of the State capital. Should it get down to these plains a merry time may be expected, as the members of the Tenth Battalion have sworn to drive it out, even if they are locked in the guardhouse forever afterward.

In spite of the threatening weather some 2,000 visitors ventured on these plains to-day, and among them were fully 500 bicyclists of both sexes, but the latter presented a sorry sight, as the roads in this vicinity are wretched, and they were covered with mud.

A slight drizzle this morning was followed by a raw wind, which gradually drove away the thick, black clouds that enveloped the camp in gloom. At 4 o'clock the sun made his appearance for one brief moment, and his advent was signalized by mighty cheers from the soldiers, to whom sunshine has become a decided novelty. A few minutes later, however, the same old leaden sky had settled above the plains, and the soldiers were once more drearily contemplating the possibility of a wet, cheerless night.

Lieut. Weigel, the Commissary and Quartermaster of this post, has been invested with the additional dignity of mustering officer, and will in the next few days swear in the members of the several Hospital Corps and the new arrivals in the Forty-seventh and Twenty-second Regiments, who were not present when their commands took the oath of allegiance.

Surgeon Major C. E. Davis of the First Regiment has been appointed Post Surgeon, and assumed charge to-day.

JUDGE DAY IN CLEVELAND.

He Visits His Wife at the Hospital, but Refuses to Talk.

CLEVELAND, Ohio, May 29.—Secretary of State William R. Day, who is in Cleveland for a brief visit to the bedside of his wife, who has been ill at the Cleveland General Hospital for several weeks past, was much gratified to find Mrs. Day's condition greatly improved since he last saw her.

"Does the sending of Minister Conger to China," Mr. Day was asked by a reporter, "to negotiate for a coaling station, as announced in the press dispatches, indicate that the United States contemplates giving up the Philippines?"

"I must decline to answer any questions of that character. I have left official matters behind me as much as possible and cannot discuss anything of the kind."

"What is there new in regard to the prospect of France, Germany, or Russia interfering in the war?"

"There is nothing that I can tell you about that, either," was the Secretary's answer. "All these matters are of an official nature and not fit subjects for public discussion at the present time."

Secretary Day said he would return to Washington to-day. "I cannot mention any special matter," he said, "that is to come up, but at the present time it is necessary for all the members of the Cabinet to be at hand, should the President require their presence. I cannot attempt to anticipate what may happen, but you will readily understand that the present is a critical time at Washington."

FRATRICIDE RESULTS FROM WAR.

Patrick O'Brien Kills His Younger Brother Near Newark, N. Y.

ROCHESTER, N. Y., May 29.—Because he and his brother differed in their opinions of the relative values of the contesting forces in the Hispano-American war, Patrick O'Brien murdered his younger brother, Congelius, near Newark, Wayne County, at an early hour this morning. Another brother, sitting just outside the door, heard the discussion, then angry oaths. Suddenly Congelius staggered to him gasping, "My God, I'm done for." He died before help could reach him.

The murderer submitted to arrest without resistance or the slightest effort to escape. "He shouldn't have crossed me," is the only explanation he offers.

Neighbors say that the two brothers have always been at variance, and that a few years ago in a quarrel, the dead man struck the older brother, inflicting injuries that came near proving fatal. The aged mother is frantic with grief and it is feared her reason will leave her, if not her life.

THE ALABAMA FLOATED AGAIN.

The Cramps Expect to Have Her Completed in Five Months.

PHILADELPHIA, May 29.—The battleship Alabama, which has been in dry dock at League Island Navy Yard since Thursday last, was taken back to Cramps' shipyard to-day. While at League Island her propeller blades were fastened on and a coat of paint was put on her bottom.

The Cramps expect to have her completed in five months, provided there is no delay in the arrival of her armor plate. A large force of men is busy in the shops at Cramps' getting her machinery ready to be placed aboard.

WORK AT FRANKFORD ARSENAL.

Hours to be Increased and Only Krag-Jorgensen Cartridges Made.

PHILADELPHIA, May 29.—Beginning on Tuesday the Frankford Arsenal will discontinue the manufacture of all small ammunition except the cartirdges for the Krag-Jorgensen rifles. The Government has made a contract with the Union Metallic Company and the Winchester Repeating Arms Company to furnish the 45-calibre Springfield munition.

The hours of labor at the arsenal will also be increased from 16 to 20 hours a day, which will permit the turning out of 200,000 rounds of ammunition per day. As soon as possible the working hours will be extended to three shifts of 8 hours each.

A Sixteen-Inch Gun Forging.

BETHLEHEM, Penn., May 29.—The Bethlehem Iron Company has made and shipped to Watervliet Arsenal, New York, the largest cannon forging ever turned out in America. It is the first of the 16-inch group ordered for Sandy Hook. A special train on the Lehigh Valley Railroad rushed the forging to the assembly shop at Watervliet this morning. The bare cost of the forging is over $70,000.

Torpedo Boat McKee's Trip.

PHILADELPHIA, May 29.—The torpedo boat McKee, which was recently constructed at Baltimore, arrived at League Island Navy Yard to-day on her way to Newport, where she will take aboard torpedoes. The trip was made by way of the Delaware and Chesapeake Canal, and was without special incident. To-morrow the McKee will steam up the Delaware River and go through the Delaware and Raritan Canal on her way to her destination.

Jersey Naval Militia Moves.

The Battalion of the East, New Jersey Naval Militia, was transferred from the training ship Portsmouth to the Badger yesterday. They were taken from Hoboken on a navy yard tug. Several thousand persons saw the start about 3 o'clock and evinced the greatest enthusiasm. The detail has been on duty on the Portsmouth some time awaiting assignment.

THE ST. LOUIS DELAYED.

The Cruiser's Rifles Not Delivered—May Get Away To-night.

The auxiliary cruiser St. Louis, which was to have started yesterday for Cramps' yard, in Philadelphia, remained at her old pier on the North River front, foot of Fulton Street. There was a delay in the delivery of the cruiser's five-inch rifles.

No time was being lost aboard, however, in turning the St. Louis into a well-equipped cruiser. All day gangs of mechanics were at work on board the big steamship preparing the gun mounts. She was also taking in an immense amount of coal, both into her hold and bunkers. Several canalboats lay along either side, and the quantity she had aboard weighed more than her usual cargo.

It was expected that she would get away to Philadelphia by to-night.

WORK AT THE NAVY YARD.

A Full Force of Men Kept Busy All of Sunday.

A full force of workmen was engaged all day yesterday at the navy yard, and there is said to be sufficient work on hand to keep every department operating seven days a week for several weeks to come.

The collier Leonidas, in command of Capt. W. I. Moore, is under orders to go to sea at once. In addition to the Captain, the officers on board the Leonidas are Lieut. W. H. Elliott, Chief Engineer Kimball, and Ensigns McConnell, Monroe, and Summers.

Spanish War Measures.

MADRID, May 29.—The Cabinet Council to-day decided to make large additional purchases of war materials and to prohibit the exportation of silver coins. It is probable that the Government, on the representations of certain powers, will declare sulphur contraband.

YESTERDAY'S FIRES.

(From 12 o'clock Saturday night until 12 o'clock Sunday night.)

MANHATTAN AND BRONX.

9:35 A. M.—210 East Forty-fourth Street; Philip Heines; damage, $3,000.

11:30 A. M.—1,683 Third Avenue; owner unknown; damage slight.

6:45 P. M.—518 West Fifty-eighth Street; John Bender; damage, $5.

7:20 P. M.—727 Columbus Avenue; Mary Shaugnessey; damage slight.

10:15 P. M.—111 Hester Street; Frank Parvaur; damage slight.

LOSSES BY FIRE.

PITTSBURG, Penn., May 29.—Henderson & Johnson's warehouse and contents, on the South Side, were destroyed by fire this morning. Loss about $150,000. Hirsch Brothers & Co., vinegar dealers, lost $40,000.

SHIPPING AND FOREIGN MAILS.

Miniature Almanac This Day.

A. M.	P. M.	A. M.
Sun rises...4:32	Sun sets...7:23	Moon sets...1:02

High Water This Day.

	A. M.		A. M.		A. M.
S. Hook	1:59	Gov. Isl'd	2:15	H. Gate	4:11
	P. M.		P. M.		P. M.
S. Hook	2:53	Gov. Isl'd	3:05	H. Gate	5:01

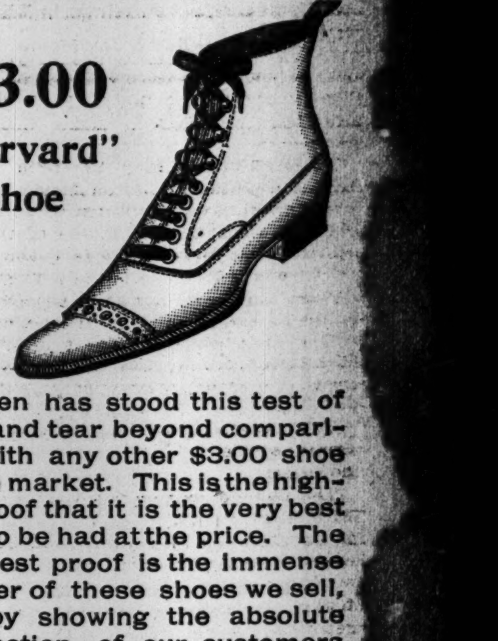
Outgoing Steamships.

	Mails Close.	Vessels Sail.
TUESDAY, MAY 31.		
Oneida, Charleston		3:00 P. M.
Saginaw, Inagua, &c.	1:00 P. M.	3:00 P. M.
WEDNESDAY, JUNE 1.		
Eastern Prince, La Plata	1:00 P. M.	3:00 P. M.
El Monte, New Orleans		3:00 P. M.
Grenada, Grenada, &c.	12:00 M.	2:00 P. M.
St. Cuthbert, Antwerp		......
Teutonic, Liverpool	9:00 A. M. *10:30 A. M.	12:00 M.
Westernland, Southampton	10:00 A. M.	12:00 M.
THURSDAY, JUNE 2.		
Arecuna, Nassau and Mexico	1:00 P. M.	3:00 P. M.
Fuerst Bismarck, Cherbourg, Southampton, and Hamburg	6:00 A. M.	9:00 A. M.
Koenigin Luise, Bremen		12:00 M.
Orinoco, Bermuda	[illegible] §1:30 P. M.	[illegible]
FRIDAY, JUNE 3.		
H. Dumois, Aux Cayes, &c.	10:00 A. M. *10:30 A. M.	12:00 M.
New York, Santo Domingo, &c.	1:00 P. M. *1:30 P. M.	3:00 P. M.
SATURDAY, JUNE 4.		
Adirondack, Fortune Island	10:00 A. M. *10:30 A. M.	12:00 M.
City of Rome, Glasgow	2:00 P. M.	4:00 P. M.
Kaiser Wilhelm II., Naples, &c.	12:00 M.	2:00 P. M.
La Bourgogne, Havre	7:00 A. M.	10:00 A. M.
Laughton, La Guayra	11:00 A. M. *11:30 A. M.	1:00 P. M.
Lucania, Queenstown, and Liverpool	10:00 A. M. *11:30 A. M.	1:00 P. M.
Prins F. Hendrik, Haiti, &c.	10:30 A. M.	1:00 P. M.
Spaarndam, Rotterdam	8:00 A. M.	10:00 A. M.

CAMMEYER'S SHOE STORE

The test of the pudding is the eating thereof, and the test of a shoe is the wearing thereof. This is axiomatic, and our

$3.00 "Harvard" Shoe



for men has stood this test of wear and tear beyond comparison with any other $3.00 shoe on the market. This is the highest proof that it is the very best shoe to be had at the price. The next best proof is the immense number of these shoes we sell, thereby showing the absolute satisfaction of our customers with them.

In Russet and Black calf, High and Low Cut.

ALFRED J. CAMMEYER,
6th Av., cor. 20th St.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers, and remain open until within ten minutes of the hour of sailing.

TRANSPACIFIC MAILS.

Mails for China and Japan, per steamship Victoria, (from Tacoma,) close here daily up to June §6 at 6:30 P. M. Mails for China, Japan, and Hawaii, per steamship Belgic, (from San Francisco,) close here daily up to June 12 at 6:30 P. M.

§Registered mail closes at 6 P. M. previous day.

Incoming Steamships.

TO-DAY, (MONDAY,) MAY 30.

Ashanti, Shields, May 7.
Bovic, Liverpool, May 20.
City of Birmingham, Savannah, May 25.
City of Rome, Glasgow, May 20.
Hogarth, St. Lucia, May 22.
Isle of Kent, Shields, May 15.
Laughton, La Guayra, May 20.
Leny, St. Lucia, May 23.
Louisiana, New Orleans, May 25.
Madiana, St. Thomas, May 22.
Manitoba, St. Lucia, May 22.
Marengo, Newcastle, May 17.
Mobile, London, May 19.
Moravia, Hamburg, May 14.
Oevenum, Lisbon, May 11.
Olbers, St. Lucia, May 22.
Peconic, Gibraltar, May 15.

TUESDAY, MAY 31.

Excelsior, New Orleans, May 25.
Kaiser Wilhelm der Grosse, Bremen, May 24.
Kaiser Wilhelm II., Gibraltar, May 23.
Kensington, Antwerp, May 21.
Spaarndam, Rotterdam, May 19.
Thomas Anderson, Rotterdam, May 19.

WEDNESDAY, JUNE 1.

Aureta, Shields, May 18.
Chalmette, New Orleans, May 28.
City of Boston, Swansea, May 18.
Georgian, London, May 18.

THURSDAY, JUNE 2.

Bremen, Liverpool, May 21.
Servia, Liverpool, May 24.

FRIDAY, JUNE 3.

Britannic, Liverpool, May 25.
Island, Christiansand, May 20.

SATURDAY, JUNE 4.

Essen, Bremen, May 23.
Francisco, Hull, May 21.
Hispania, Havre, May 23.

Arrived—Sunday, May 29.

SS Mary Ada Short, (Br.,) Milburn, Shields May 8 via Delaware Breakwater 27th, in ballast to C. B. Richards. Arrived at the Bar at 7 A. M.

SS J. Y. Short, (Br.,) Monat, Bristol May 9 via Delaware Breakwater 28th, in ballast to Simpson, Spence, & Young. Arrived at the Bar at 1 P. M.

SS Straits of Dover, (Br.,) Halliday, Antwerp May 12, in ballast to Busk & Jevons. Arrived at the Bar at 12:30 P. M.

SS Oneida, Staples, Jacksonville May 25 and Charleston 26th, with mdse. and passengers to W. P. Clyde & Co.

SS Jamestown, Boaz, Newport News and Norfolk, with mdse. and passengers to Old Dominion Steamship Co.

SS Rotterdam, (Dutch,) Voege, Rotterdam May 17, in ballast to C. H. Randebrock. Arrived at the Bar at 5 P. M.

SS Algonquin, Platt, Jacksonville May 26 and Charleston 27th, with mdse. and passengers to W. P. Clyde & Co.

SS Kensington, (Br.,) Langwell, Swansea May 17, in ballast to Funch, Edye & Co. Arrived at the Bar at 4:50 P. M.

SS Marstonmoor, (Br.,) Angus, Swansea May 18, in ballast to John C. Seager. Arrived at the Bar at 5 P. M.

SS Croma, (Br.,) Tindle, Leith May 12, with mdse. to Simpson, Spence & Young. Arrived at the Bar at 2 P. M. 28th.

SS La Bourgogne, (Fr.,) De Loncle, Havre May 21, with mdse. and passengers to Compagnie Generale Transatlantique. Arrived at the Bar at 7:55 A. M.

SS Haxby, (Br.,) Finney, Sunderland May 7 via Hampton Roads 27th, in ballast to J. H. Winchester & Co. Arrived at the Bar at 9 A. M.

SS Orinoco, (Br.,) Fraser, Bermuda May 26, with mdse. and passengers to A. E. Outerbridge & Co. Arrived at the Bar at 8 A. M.

SS Croft, (Br.,) Robinson, Leith, &c., May 5, with mdse. and passengers to Simpson, Spence & Young. Arrived at the Bar at 1 A. M.

SS Stalholm, (Nor.,) Hilt, Batoum, &c., April 23, with mdse. to MacAndrews & Forbes—vessel to Barber & Co. Arrived at the Bar at 10 A. M.

Bark Wilhelm Birkedal, (Nor.,) Stangebye, Fredrikstad 35 ds., in ballast to Funch, Edye & Co.

WIND—Sandy Hook, N. J., May 29, 9:30 P. M., calm, cloudy.

Sailed.

SS Fontabelle, (Br.,) for Barbados, &c.
SS City of Truro, (Br.,) for Gloucester, Eng.
SS Pictavia, (Fr.,) for Marseilles.
SS Albert Dumois, (Nor.,) for Gonaives, &c.
SS Holstein, (Ger.,) for Cape Haitien, &c.
SS Sallust, (Br.,) for Montevideo, &c.
SS Pocahontas, (Br.,) for Naples, &c.
SS Oscar II., (Nor.,) for Tampico, &c.
SS Cheruskia, (Ger.,) for Hamburg.
SS Trewellard, (Br.,) for St. Nazaire.
SS City of Augusta, for Savannah.
SS Strathleven, (Br.,) for Dunkirk.
SS Hindoo, (Br.,) for Hull.
SS City of San Antonio, for Brunswick.
U. S. cruiser Yankee, for ——.

Miscellaneous.

SS Croma, which arr. here yesterday, reports, May 25, in lat. 42.30, lon. 59.22, passed a vessel bottom up. Hull about 290 feet long and about 6 feet out of water.

By Cable.

LONDON, May 29.—SS La Gascogne, (Fr.,) Capt. Baudelon, from New York for Havre, passed the Lizard at 4 P. M. to-day.

SS Friedrich der Grosse, (Ger.,) Capt. Eichel, from New York for Bremen, arr. at Southampton at 5 A. M. to-day and proceeded.

SS Etruria, (Br.,) Capt. Ferguson, (from Liverpool,) sld. from Queenstown for New York at 8:17 A. M. to-day.

SS Saale, (Ger.,) Capt. Blanke, from Bremen for New York, passed Beachy Head to-day.

SS Werkendam, (Dutch,) Capt. De Vries, from Rotterdam for New York, passed the Isle of Wight to-day.

SS Cycle, (Br.,) Capt. Jermyn, sld. from London for Sandy Hook yesterday.

SS America, (Br.,) Capt. Pearce, sld. from London for New York to-day.

SS Berlin, (Br.,) Capt. Jamison, (from Southampton,) sld. from Queenstown for New York to-day.

SS Hesperia, (Br.,) Capt. Coverley, from New York for Mediterranean ports, passed Gibraltar to-day.

CARPET CLEANSING.
Largest in the World. Every Detail.
THE THOS. J. STEWART CO.,
1,554 B'WAY, N. Y. 1,238 BEDFORD AV., BROOKLYN.
ERIE AND 5TH STS., JERSEY CITY. TELEPHONE.
Storage Warehouses and Moving Vans

THIS WEEK IN CONGRESS

Interest Centres in the Consideration by the Senate of the War Revenue Bill.

TIME OF VOTE UNCERTAIN

All Democratic Amendments Likely to be Beaten—Bond Provision Expected to Carry—No Sessions To-day.

WASHINGTON, May 29.—Both Houses having decided to observe Memorial Day, nothing will be done in Congress until Tuesday. The Finance Committee of the Senate will meet Monday and endeavor to perfect the War Revenue bill in minor details.

There is no certainty as to when the vote may be taken on the bill. It looks as if the entire week would be spent upon it; no member of the Finance Committee undertakes to predict the exact date of the Senate's conclusion of its work. There are still a number of speeches to be made on the bill and upon amendments. It is probable there will be more or less debate upon the Lodge amendment for the annexation of Hawaii and the Morgan amendment relating generally to the government of annexed territory. Both Senators Lodge and Morgan announce their intention to make speeches, and Senators espousing views opposite to those entertained by Messrs. Lodge and Morgan declare their purpose to reply. Republicans generally predict that Senator Lodge will refrain from pressing his amendment, and it is the general opinion that he will not go to the extent of asking a vote upon it, thus subjecting the measure to a motion to lay upon the table.

There is no longer much doubt as to the shape in which the War Revenue bill will be passed by the Senate. The decisive vote of Saturday on the corporation tax amendment renders it quite certain that all the Democratic amendments will be eliminated from the bill, and that the Republican suggestion for the issuance of $300,000,000 in bonds and $100,000,000 in time certificates will be substituted for the House bond and certificate provision. The general impression about the Senate is that the House will accept the Senate amendments, and that consequently the bill will not be long in conference.

With the revenue bill disposed of, there may be an effort to secure an independent expression on Hawaiian annexation, but this will depend upon future developments.

The consideration of the Hawaiian annexation resolutions by the House this week is possible, but not assured. Speaker Reed stands ready to give the resolutions full right of way in the House if they pass the Senate, but is opposed to sending them first through the House and forcing them upon the Senate, because, he contends, this would precipitate a fight there that would prolong indefinitely the session, and end likely in the whole matter finally going over to next Winter. The Speaker also is opposed to forcing the Hawaiian Islands to the front until the War Revenue bill is through the Senate.

It is stated upon high authority that the other Republican members of the Committee on Rules are in accord with the Speaker's position, notwithstanding they favor, as he does not, the annexation proposition. Consequently, consideration of the resolutions early in the week is not to be expected and consideration late in the week is improbable. There is still talk of a Republican caucus to consider the question, and one may be held.

The General Deficiency bill may be reported to the House this week, but, owing to the development of new demands upon the War and Navy Departments—notably the former—incidental to the war the bill may be withheld until nearer the close of the session. The bill, so far as it relates to ordinary deficiencies, has been ready six weeks.

Conference reports upon the Sundry Civil, Post Office, Indian, and District of Columbia Appropriation bills may be expected almost any day, though the report on the Sundry Civil bill is likely to be delayed until after the War Revenue bill passes the Senate, owing to the demands there upon the attention of Senator Allison of the Finance Committee.

An effort to pass the Anti-Scalping bill will be made during this week.

ALLEGED SUICIDE OF A DOG.

Animal Said to Have Laid Itself in Front of a Train.

HACKENSACK, N. J., May 29.—At New Durham a large Newfoundland dog belonging to E. G. Hall, a coal merchant, was killed by a train yesterday, and there are those who assert the dog deliberately sought death. They say that Mr. Hall whipped the dog on Friday because he tore a little girl's dress. This much is true.

Those who claim the dog committed suicide assert that yesterday he went out upon the track and stood in front of a train until he was chased away. He loitered about until the next train came along, and then lay down on the rails and let it run over him.

ST. LOUIS NEWSPAPER UNION.

German Organs Consolidate, with Carl Schurz as President.

ST. LOUIS, May 29.—It is announced that Die Westliche Post and The Anzeiger des Westens, the two leading German newspapers of this city, have been consolidated and will be published hereafter by one company, under the joint management of Mr. John Schroers and Edward L. Preetorious.

Dr. Emil Preetorious and Mr. Carl Daenser, the respective chief editors and managers of the papers in the past, will retire from active work, but will hold places in the new Board of Directors. Carl Schurz of New York will become President of the new company. The Westliche Post will continue as a morning paper, while The Anzeiger will appear as an afternoon edition.

The circulation of The Anzeiger will include that of The Tageblatt, The Tribune, and The Abendpost, all evening papers, just purchased by the Anzeiger.

$150,000 FIRE NEAR STAMFORD.

F. R. Gillespie Company's Works at Waterside Destroyed.

STAMFORD, Conn., May 29.—The plant of the F. R. Gillespie Company, grinders of minerals, located at Waterside, this city, was burned this morning. The loss is estimated at $150,000, and as near as can be learned the insurance is only about one-tenth of that sum.

The mill buildings occupied about 30,000 square feet. All the buildings and their contents were practically destroyed. The origin of the fire is not known, but it is thought to have started in the building where the boilers were located. The flames had gained great headway before discovered, and a high wind made the firemen powerless to subdue the fire, so that it practically burned itself out. About fifty hands were employed at the plant, which was owned solely by F. R. Gillespie of Brooklyn, N. Y.

CHICAGO SUIT FOR $300,000.

Grows Out of a Dispute About the White Cliff Chalk Company.

CHICAGO, May 29.—A suit for $300,000 was filed in the Superior Court of Cook County yesterday by Ezra C. Fahrney, Vice President of the Dr. Peter Fahrney Sons & Co., manufacturers of medicine at 153 La Salle Street, against Ernest Dale Owen, a Chicago attorney, and W. J. Kelley, President of the White Cliff Chalk Company of Arkansas.

According to Henry C. Noyes, attorney for the complainant, the suit is the outcome of an investment in the stock of the White Cliff Chalk Company by Fahrney. The investment was induced, it is alleged, by Kelley and Attorney Owen.

Disputes and mutual allegations of bad faith as to the manner in which the affairs of the company were being conducted resulted in suits against Fahrney being filed in the Arkansas courts while Fahrney was in Arkansas a few weeks ago. The present suit is intended to offset claims made in the Arkansas suit and recover the amount invested by Fahrney, together with his proportion of the profits of the enterprise.

W. L. STRONG ON COMMERCE.

Ex-Mayor's Letter Acknowledging His Election as a Director of the Merchants' Association.

Ex-Mayor William L. Strong has been elected a member of the Board of Directors of the Merchants' Association, to succeed James H. Breslin, resigned. Mr. Breslin was one of the original Directors of the association. Although in full accord with the workings of the organization, pressure of private business compelled his withdrawal from the active working force.

In accepting a position on the Board of Directors, Mr. Strong wrote a long letter to the board, in the course of which he said:

"Your record is one of which New York may well be proud. I understand you have a resident membership of about 1,200 merchants in this city, representing something like 160 different lines of trade and industry. You ought to have many times that number, as the work you have done and are doing, and the work which you have mapped out for the future, ought to draw the hearty support of every person in New York City, no matter what his calling, who has the interest of his city, State, and country at heart.

"You seem to have been aiming for harmonious and combined efforts on the part of all sections of the country toward an expansion of trade and commerce. The tendency toward a combination of interests on the part of various large trade centres in this country, looking toward legislation which will benefit rather than hurt general business interests; toward the reformation of our Consular service, with an expansion of foreign markets for our surplus manufactured products as the immediate end in view, will greatly benefit the country.

"Many people do not seem even yet to have awakened to the idea that these new commercial organizations which are springing into existence are fast becoming a power throughout the land. Heretofore business men have not combined on any broad or general principles. There have been and there are, useful organizations in different lines, and there are well-established boards of trade and chambers of commerce throughout the country; but the times demand that something more virile, more aggressive, take up live issues. This is an age of trade and commerce.

"We have been so busy developing a comparatively new country, spanning it with railroads, and improving our internal means of communication by water and rail, that we have not paid the attention to this subject that we ought to have paid. The time has now come when we, as a nation, must face the problem of finding other markets for our manufactured products, and must turn our attention to the development of the world in sections where civilization is spreading fast, and where modern methods are taking the place of old ones. South America, lying at our doors; Africa, Asia, are all fields for us which we should till.

"You are on the right track in insisting upon a reformation of the consular service which will place this country upon the same plane as England and Germany and France, and even Russia. 'In unity there is strength.' It is as true to-day as it ever was, and eternal vigilance is as much the price of success to-day as it ever was of liberty.

"I will do all I can to aid in your work."

THE RECREATION PIERS.

Hundreds of Persons Turned Away at East Twenty-fourth Street.

The East Twenty-fourth Street recreation pier, which was opened Saturday night, drew out another crowd last night. The pier was jammed and hundreds were turned away. Bayne's Sixty-ninth Regiment Band opened up with "The Star-Spangled Banner" and everybody sang. A company of the reserves from the Naval Reserve went to the pier during the evening and were loudly cheered.

The Third Street pier was but slimly attended. Neumeyer's Band played patriotic music, but there were so few people that no enthusiasm could be aroused.

A SALVATION ARMY FARM.

Land Bought Near Mentor, Ohio, to Help Needy People in Cities.

CLEVELAND, Ohio, May 29.—Commander Booth Tucker, head of the Salvation Army in America, who arrived in Cleveland yesterday, announces that the army has purchased a tract of fine farm land of 285 acres near Mentor, a few miles east of Cleveland.

The property is to be used as a colonization farm, to be divided into sections of five acres each, and needy people stranded in the big cities will have an opportunity to buy on time and become comfortably self-supporting. Workmen will be sent out to this place this week to get it in shape, and within the next two or three weeks some of the colonists will be located.

"We have on our books already 1,000 names," said the commander, "representing 5,000 people whom we will assist in this way as soon as we have land sufficient. We are already proceeding to get an option on more land in the neighborhood of this which we have now, although it is not necessary to the success of that plan that the land be in a body together.

"We are seeking to enable farming people to get back into country work who have come to the cities and lost their hold."

In connection with the farm the army will start a Raiffeisen Loan Association, a co-operative credit organization, modeled after the plan started in Germany fifty years ago, by the man whose name the system bears.

DAVID WILSON A SUICIDE.

The Toy Manufacturer Became Despondent and Shot Himself.

The handsome brownstone house of David Wilson, at 381 Greene Avenue, Brooklyn, was the scene of a tragedy yesterday afternoon. Mr. Wilson was a toy manufacturer, with an office at 119 Chambers Street, Manhattan, and lived with his hife, son, and two daughters. It had for many years been his custom to go on the Sunday preceding Memorial Day to the family plot in the Cemetery of the Evergreens and decorate the graves of the members of his family buried there.

He went out yesterday afternoon, in pursuance of this custom. He went alone, and was gone some time. When he returned his wife noticed that he seemed despondent. He spoke in a weary and saddened way, and seemed to wish to avoid conversation. When he did speak it was briefly, and in a tone of utter dejection.

He had been suffering from heart trouble for some time and was in poor health, and his wife concluded that he was not feeling well. He mentioned that he had met some Grand Army comrades in the cemetery, and that they had talked over those of their comrades who were gone and of the rapid thinning of the veterans' ranks by death every year.

After awhile he went to his room. For some time his wife heard no sound, but at last, at about 4 o'clock, she was startled by the sound of a pistol shot in the bath room. She rushed up to the room and saw her husband sitting on a chair, blood trickling from his right temple, and an old 38-calibre revolver, which had slipped from his grasp, lying at his feet. He was still alive.

The distracted wife sent for the family physician, Dr. Matson, of Greene Avenue, but Mr. Wilson was dead when he arrived. No one in the family knew that Mr. Wilson had a revolver, and although he had been more or less despondent for some time, no one dreamed that he had any thought of suicide.

Military Service in Mexico.

CITY OF MEXICO, May 29.—Congress has taken final action on the new Constitutional amendments looking to making military service compulsory. Universal conscription is not contemplated; the idea underlying the new laws is to make forced service legal and to provide a system for application in case of any great national emergency, such as an invasion. There has been much discussion over the Constitutional changes, but public opinion generally sustains them.

A Fishing Schooner Wrecked.

ATLANTIC CITY, N. J., May 29.—The two-masted fishing schooner Chocuco went ashore to-day on Brigantine Shoals, and was totally wrecked. She was bound from Virginia to New York, with a large cargo of bluefish.

Murdered for Killing a Dog.

BALTIMORE, May 29.—Because he kicked a dog, Henry Thomas, colored, to-day shot and killed John W. Lucas, his stepfather. Thomas is locked up.

SPEAKER REED AND HAWAII

The So-Called "White Czar" of the House Assailed for Blocking the Annexation Scheme.

ACCUSATIONS AGAINST JAPAN

Advocates of the Plan to Annex the Islands Present Arguments Which Are Declared to be Groundless—Japan's Position.

WASHINGTON, May 29.—A prodigious effort is being made by the advocates of Hawaiian annexation to put that scheme through Congress under the influence of the acquired taste recently developed for territorial expansion of the United States. Every argument that has been made heretofore to justify annexation is being renewed just now, including the very earnest and ingenious propositions of Capt. Mahan of the United States Navy to secure the islands for military reasons.

Speaker Reed sometimes has been bitterly assailed by the Democrats, and the appellation of "The White Czar" has been used to express detestation of the manner in which he enforces the rules of the House made by the majority vote of that body. Now, however, as he declines to join the annexation party and to "jam through" the bill to annex Hawaii because the treaty of annexation in the Senate lacks a two-thirds vote, he is being scandalously assailed by the newspapers of his own party that are retained in the annexation interest.

The bugaboo of English determination to seize Hawaii having been done away with, and no other nation having manifested a disposition to interfere with the practically unchallenged domination of Hawaiian interests by American capital, the notion that Japan is resolved to attach the islands to the Japanese Empire has been encouraged in spite of the repeated protestations of the Japanese Government, through its Minister here, that there is no such intention on the part of the Japanese, or any desire to interfere with the American plan to annex Hawaii. So lacking in diplomatic regard for a friendly nation was the Senate Committee on Foreign Relations that when it made its report favoring the passage of the bill for annexation the asserted desire of the Japanese to seize and annex Hawaii was made part of the argument, and language was used that looked as if there was an American desire to affront Japan.

Language Offensive to Japan.

And more recently the Committee on Foreign Affairs of the House, of which Mr. Hitt is Chairman, has made a report on the Annexation bill, which it is proposed to push through if it can be done, in which a similar tone of offense toward Japan appears to have been employed, simply to provoke a desire to take for the United States something alleged to be desired by Japan. Both reports suggest that unless the United States annex Hawaii at once Japan hereafter will gain control of the islands by encouraging a constant inflow of Japanese subjects, trained as soldiers and assured of Government support. The report asserts that Hawaii only prevented the colonization of the islands by Japan by refusing to permit more of them to come to Hawaii as agricultural laborers.

The assertions made in the two reports have drawn out a reply which appears to have been prepared by some one very familiar with the Japanese view of the situation and argument. It declares, as Minister Hoshi has declared, that Japan is not contemplating the seizure of Hawaii or colonizing the islands with Japanese with the idea of securing overwhelming influence and power of numbers.

All that is urged by Japan is that treaty stipulations made with Japan concerning the importation into Hawaii of agricultural laborers shall be regarded by the Hawaiian Government or by the United States, in the interest of the thousands of Japanese who have been welcomed by treaty to the islands and have continued to reside and labor there. And as something like 1,000 Japanese were compelled, after they had gone to Hawaii, to turn back at the command of the Dole Government, Japan has a claim against Hawaii for damages, which it trusts will be attended to by the United States in case of annexation. It is referred to as very curious, but not noticed by the committees of the Senate and the House, that, while 1,100 Japanese were turned back as unwelcome immigrants in 1897, the Government of Hawaii soon thereafter asked, for and permitted to land 3,000 Japanese laborers. The array of alleged facts against Japan is complained of as neither honest nor ingenious.

Japan Files a Protest.

The protest of Japan against the arguments that are being employed to her prejudice in the estimation of the people of the United States closes with these positive assertions:

"The question of annexation is one which concerns only the United States and Hawaii. When it was first broached, Japan expressed her opinion concerning it, as her interests in the islands and her relations with the United States entitled her to do. Her intervention was in no sense hostile to the United States or to Hawaii, and covered no hope or ambition, the fulfilment of which would have been injurious to the interests of either of them. All this has been fully and frankly explained in the most authoritative manner, and now it is clearly understood by the Executive branch of this Government, at least, that the Japanese Government is entirely satisfied with the assurances it has received from the United States regarding the conservation of Japan's rights and interests when annexation shall have been consummated.

"The only immediate interest which the Japanese Government has in the question whether annexation shall take place now or at some future date is connected with her pending claims against Hawaii, the settlement of which has, in its opinion, been unduly postponed. Apart from this, Japan's attitude is one of friendly concern merely, and both her Government and her people await the result without apprehension that it will bring with it any disagreeable consequences for them. This being so—and impartial investigation will prove that it is so—it would seem to be no more than simple justice that Japan's name should be omitted from the discussion of annexation, or, if it must be used, that its mention should not be coupled with an imputation of bad faith and double dealing."

FAMILY FEUD AT WHITE PLAINS.

Mr. and Mrs. Malcolm Accused of Ill-treating Mrs. Malcolm's Mother.

WHITE PLAINS, N. Y., May 29.—Mr. and Mrs. E. Malcolm, a well-known young couple of this place who were married a year ago, were arrested this evening upon complaint of neighbors, who claimed that Mrs. G. P. Sherwood, mother of Mrs. Malcolm, had been kept in an upper room of the Malcolm house since Wednesday without food or drink, save what neighbors passed to her by means of a piece of string.

On Wednesday last Mrs. Sherwood called on the police to aid her in gaining admission to the house. She claimed to own it, while Malcolm claimed that it was one of his wedding presents. He is said to have commenced action in court to compel Mrs. Sherwood to deliver the deed. Mrs. Sherwood has ejectment proceedings pending against her daughter and son-in-law. It is claimed by the complainants that Mrs. Sherwood was admitted to the house, and kept locked up to compel her to deliver the deed.

Mr. and Mrs. Malcolm deny using force to detain Mrs. Sherwood, and assert that she remained of her own accord. It is said that Mrs. Sherwood remained in the room on the ground that she was in possession of a part of the house, and was ignored by her daughter and son-in-law. The action of this evening was brought about by Mr. Malcolm refusing to allow any one to send food to his mother-in-law. Friends of Mr. Malcolm say he wanted to force her to leave the house. Those who caused the police to act declare that he was detaining her. Mr. Malcolm is a member of a wealthy Kensico family.

May Save Actor Keene's Life.

Thomas W. Keene, the actor, upon whom an operation for appendicitis was performed at the S. R. Smith Infirmary, at New Brighton, is as well as could be expected, Dr. Wood, his physician, said, and there are great hopes of his recovery.

RULES FOR MAKING WAR

General Orders No. 100 of 1863 Repeated for the Government of Armies in the Field.

DRAWN UP BY FRANCIS LIEBER

Adopted by France and Prussia in the War of 1871 and the Bases of a General European Conference on the Subject.

WASHINGTON, May 29.—General Orders No. 100 of April 24, 1863, comprising instructions for the government of armies of the United States in the field, have been reissued and are being sent to the various commanders for their guidance during the present conflict with Spain. These instructions were prepared by Francis Lieber, LL. D., the father of the present Judge Advocate General of the Army, and were published at the direction of President Lincoln after being formally revised by a board of officers of which Major Gen. E. A. Hitchcock was President.

They were adopted by both France and Prussia in the war between those countries five years after the civil contest here, and were the bases upon which a general European conference afterward acted in drawing up an agreement on this subject. The instructions make twenty-four pages of print and cover almost every conceivable feature of military conduct and usage in time of war and a definition of many of the terms used. They embrace ten sections, as follows:

Section 1.—Martial law, military jurisdiction; military necessity, retaliation.
Section 2.—Public and private property of the enemy, protection of persons, and especially of women; of religion, the arts and sciences, punishment of crimes against the inhabitants of hostile countries.
Section 3.—Deserters, prisoners of war, hostages, booty on the battlefield.
Section 4.—Partisans, armed enemies not belonging to the hostile army, scouts, armed prowlers, war rebels.
Section 5.—Safe conduct spies, war traitors, captured messengers abuse of the flag of truce.
Section 6.—Exchange of prisoners, flags of truce, flags of protection.
Section 7.—The parole.
Section 8.—Armistice, capitulation.
Section 9.—Assassination.
Section 10.—Insurrection, civil war, rebellion.

Martial law is explained as simply military authority exercised in accordance with the laws and usages of war. A place, district, or country occupied by an enemy stands, in consequence of the occupation, under the martial law of the invading or occupying army. It extends to property and to persons, whether they are subjects of the enemy or aliens to that Government.

Whenever feasible, martial law is carried out in cases of individual offenders by military courts, but sentence of death shall be executed only with the approval of the Chief Executive, provided the urgency of the case does not require a speedier execution, and then only with the approval of the chief commander. Martial law should be less stringent in places in countries fully occupied and fairly conquered.

Military necessity admits of all direct destruction of life or limb of "armed" enemies and of other persons whose destruction is incidentally "unavoidable" in the armed contests of the war. Military necessity does not admit of cruelty—that is, the infliction of suffering for the sake of suffering or for revenge, nor of maiming or wounding, except in fight, nor of torture to extort confessions. It admits of deception, but disclaims acts of perfidy. It is lawful to starve the hostile belligerents, armed or unarmed, so that it leads to the speedier subjection of the enemy. When a commander of a besieged place expels the non-combatants, in order to lessen the number of those who consume his stock of provisions, it is lawful, though an extreme measure, to drive them back, so as to hasten on the surrender. Commanders, whenever admissible, inform the enemy of their intention to bombard a place, but it is no infraction of the common law of war to omit thus to inform them. Surprise may be a necessity.

Retaliation will never be resorted to as a measure of mere revenge, but only as a means of protective retribution, and, moreover, cautiously and unavoidably—that is to say, retaliation shall only be resorted to after careful inquiry into the real occurrence and the character of the misdeeds that may demand retribution. The more vigorously war is pursued, the better it is for humanity. Sharp wars are brief.

A victorious army appropriates all public money, seizes all public movable property until further directed by its Government, and sequesters for its own benefit or that of its Government all the revenues of real property belonging to the hostile Government or nation. The title to such real property remains in abeyance during military occupation, and until the conquest is made complete. The United States acknowledges and protects, in hostile countries occupied by them, religion and morality, strictly private property, the persons of the inhabitants, especially those of women, and the sacredness of domestic relations.

Deserters from the American Army, having entered the service of the enemy, suffer death if they fall into the hands of the United States. It is against the usage of modern war to resolve in hatred and revenge to give no quarter. Outposts, sentinels, or pickets are not to be fired upon except to drive them in, or when a positive order, special or general, has been issued to that effect. Whoever intentionally inflicts additional wounds on an enemy already wholly disabled, or kills him, or orders that this shall be done, shall suffer death if convicted.

SUNDAY WITH THE DUNKARDS.

Thousands Participate in the Ceremony of Foot-Washing in the National Meeting Near Springfield, Ohio.

SPRINGFIELD, Ohio, May 29.—Several thousand oddly costumed persons of both sexes had their feet washed to-day at the Dunkards' camp, ten miles west of this city, where a big National yearly meeting of the Dunkard Church is in progress.

Fully 10,000 persons were on the grounds. At the forenoon session Elder William Fisher of Mexico, Ohio, was in charge, and the principal speakers were Elder William Noe of Moline, Ill., and Elder Peter Heck of Mexico, Ohio. No one speaks at a Dunkard meeting unless the spirit moves him to do so. Judging from the number and fervency of the addresses made this morning the spirit was quite active.

At the afternoon service George Long of Iona, Mich., and Elder Balsbrough of Indiana were the principal speakers. This evening's programme opened with the ceremony of self-examination, preparatory to the Lord's Supper. After this the members partook of the feast, which was a full meal. This was followed by the communion of bread and wine, and then the foot-washing. None was permitted to participate in the last services except members. The public, however, was permitted to attend. The water for the foot-washing was conveyed in pipes from a spring.

Mr. Gladstone's Name.

From The London Chronicle.

A correspondent writes to point out that none of Mr. Gladstone's biographers appear to have dealt with the etymology of his name, which must be assigned to the category of place-names. Its original spelling, which seems to have been "Gladstane," or "Gledstane," was probably the name of some border lairdship or farm, so-called from the rock or cairn used by the "gled"—which is Lowland Scotch for kite or hawk—as a favorite perch. Its exact equivalent is to be found in the German "Falkenstein," which is both used as a place-name and patronymic; the former, of course, being of prior usage. Tihs is the pure Germanized form of the Scottish "Gledstane" or "Gladstone." International analogues in personal names are very interesting.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher

HARD TASK FOR RUDINI.

Believed in Rome that He Will Find It Difficult to Reconstruct the Ministry.

ROME, May 29.—It is believed that Marquis di Rudini, the Premier, will find it a very difficult task to reconstruct the Ministry.

The Pope's letter to Mgr. Ferrari, Archbishop of Milan, has precipitated events. Signor Zanardelli, Minister of Justice, wanted to punish the Archbishop for not aiding in the suppression of the riots at Milan and also to pass a bill revoking the Bishop's license.

Marquis Visconti-Venosta, the Foreign Minister, refused to consent to these anti-clerical measures, and resigned, whereupon the whole Cabinet followed.

LONDON, May 30.—The Rome correspondent of The Daily Chronicle says he learns that the Pope is addressing a diplomatic note to the powers protesting against the anti-clerical measures of the Government.

CRISIS IN BALKAN STATES.

Prospects of a Complete Revolution Discussed in Vienna—Servia the Seat of Danger.

LONDON, May 30.—The Vienna correspondent of The Daily Telegraph says:

"Fresh disturbances appear to be in preparation in the Balkans. In well-informed circles the possibility of a complete revolution of existing conditions shortly is already discussed. A distinguished official says: 'The greatest source of danger lies in Servia, where the Obrenovitch dynasty appears entirely shaken, on the one hand by the return of ex-King Milan and on the other by financial distress of the most baffling description. Moreover, there is the circumstance that King Alexander has fallen a victim to an incurable malady.

"'Prince Nicholas of Montenegro is endeavoring to utilize the situation by the realization of his ancient plan of founding a Balkan alliance, in which the Servian dynasty would not be received.'

"The increasing ill-feeling in Servia and Bulgaria, as well as the disordered condition of Servia, has favored a plan of the Montenegrin ruler, who hopes to become King of all the Servians. No intention exists at Vienna or St. Petersburg to contract to support the Obrenovitch dynasty or to suppress the daily increasing agitation in Servia."

BIG FIRE IN BALTIMORE.

Property Valued at a Quarter of a Million Dollars Belonging to the Consolidated Railway Burned.

BALTIMORE, May 29.—The car barn and 130 Winter cars of the Consolidated Railway Company, were burned this evening, entailing a loss of $250,000.

The barn was situated at Irvington, on the Frederick Road, a few miles west of the city limits. The structure was of brick and iron, 75 by 800 feet, and was supposed to be fire-proof. The fire was discovered a few minutes after it began, but owing to the inaccessible location, the building and its contents were a smoldering mass of ruins when the Fire Department reached the scene.

Employes of the company and residents of the little town succeeded in pushing and pulling seventy of the cars out of danger. The electric current was not turned on in the building or doubtless all the rolling stock would have been rescued. The origin of the blaze is unknown.

William A. House, General Manager of the company, says the loss is fully covered by insurance.

SHOT BY A DETECTIVE.

The Man Felled the Officer Who Arrested Him, Then Broke Away.

Samuel Piper of 511 West Forty-third Street while resisting arrest was shot in the right leg on West Sixtieth Street Saturday night by Detective Buckley of the West Sixty-eighth Street Police Station.

Piper was one of a party of men who engaged in a free fight at 11 o'clock in a saloon near West End Avenue.

Detectives Buckley and Leonard and the policeman on post ran to the scene. When they reached the door of the saloon the men ran out. Buckley seized Piper, who had the butt end of a billiard cue in his hand. Piper struck the detective a blow on the head with the cue, knocking him down and cutting a deep gash in his head. Piper ran, and Buckley, regaining his feet, fired.

After an unsuccessful search for his man Buckley went to the Roosevelt Hospital to have his wound dressed. There he learned that Piper had just left the hospital, after having a pistol shot wound in the leg dressed. A renewed search was made for Piper, and he was found later in Sixtieth Street by Detective Leonard. Despite his wound, Piper broke away and ran. After two shots had been fired he submitted. He was taken to Bellevue, and will be arraigned for assault.

OMAHA MONETARY CONGRESS.

Gold, Silver, and Paper Money Advocates to be Heard.

OMAHA, Neb., May 29.—The Monetary Congress in this city will convene Sept. 13 and will continue through three days. J. Sterling Morton has accepted the position of chairman. It is Mr. Morton's purpose to bring to Omaha the most prominent advocates of the various financial theories in the United States.

The first day will be devoted to the advocates of the free and unlimited coinage of silver. W. J. Bryan, Congressman Towne, and other prominent adherents of that faith will speak. On the second day those favorable to the gold standard will be given a chance to present their views. John J. Carlisle, Grover Cleveland, and several others prominent in the ranks of the gold men will be present. James Weaver and other advocates of paper currency will occupy half of the last day, and the remainder will be allotted to prominent bankers who are opposed to the unlimited issue of paper currency.

The convention will be held at the Auditorium of the Trans-Mississippi Exposition and a large attendance from all parts of the country is expected.

NATIONAL REPUBLICAN LEAGUE

Arrangements for the Convention at Omaha in July.

OMAHA, Neb., May 29.—The Committee of Arrangements for the convention of the National League of Republican Clubs, to be held in July, met here to-day. Boyd's Opera House was selected as the meeting place. It was decided that the afternoon should be occupied by visits to the exposition, while the business session should be held in the morning.

As this will be the only national gathering of Republicans this year, it is understood that the convention will outline the platform on which the Republican campaign will be conducted.

Theodore Roosevelt for Congress.

Secretary French of the General Committee of the Republicans of the County of New York said yesterday that if the organization defeats the Platt men at the coming primaries they will elect delegates to the Congressional Convention pledged to support Theodore Roosevelt for the nomination in the Fourteenth District. The Anti-Platt men declare themselves certain of carrying the Nineteenth Assembly District at the primaries, and they expect to be able to defeat Lemuel E. Quigg if he is sent to the County Committee from any other district.

A Vicar General Appointed.

BALTIMORE, May 29.—Cardinal Gibbons to-day announced the appointment of Bishop A. A. Curtis, formerly of the Wilmington (Del.) Diocese, to succeed the late Mgr. Edward McColgan as Vicar General of the Archdiocese of Baltimore. Since his resignation as Bishop of the Wilmington See, in 1896, Bishop Curtis has been a member of the Cardinal's family at the Cathedral, in this city.

New Jersey Convicts Confirmed.

TRENTON, N. J., May 29.—Bishop McFaul this afternoon at the State prison administered the Catholic sacrament of confirmation to fifty-nine of the convicts. After they were confirmed, the men, at the Bishop's request, took the temperance pledge.

LEITER CLOSING HIS DEAL.

Shorts Must Get in Before 1:15 o'Clock Tuesday Afternoon and the Price May Be $2.

CHICAGO, May 29.—Joseph Leiter's great May wheat deal will end Tuesday. The shorts have but one day of grace left. They must get in before 1:15 o'clock Tuesday afternoon. The tip is out that the price will be marked up to $2.

It is thought there will be many defaults. A good many "tailers" sold out yesterday at $1.70, when Jackson Brothers bought 150,000 bushels for a New York short, which was said to be the largest outstanding individual line. Leiter's wheat operations have extended over sixteen months. From a few-hundred-thousand-bushel transaction he gradually increased, and although he had no idea of entering upon an extensive bull campaign, he was gradually forced into it, and from trading in 500,000 bushels the transactions grew until they were away up in the millions of bushels. French has made a good record as a speculator, and a lot of money for Leiter.

"When the May is all cleaned up," said Joseph Leiter the other day, "we will have handled 40,000,000 bushels." This wheat has been merchandised at a profit so far as they have gone. Since Sept. 1 there has been between 25,000,000 and 30,000,000 bushels of cash wheat merchandised, the greater part of which was sold abroad, all of it at a profit. In one instance it paid over 5 cents a bushel. How much he has left is known to no one but Leiter. It is estimated at from 5,000,000 to 15,000,000 bushels. Most of it is either afloat for Europe or in store there, the stock here being about 1,500,000 bushels. He has a little in the Northwest and some at the seaboard, but the greater part of his holdings are in transit.

BREAD TROUBLES IN CHICAGO.

Talk of a Light-Weight Four-Cent Loaf—Larger Use of Cornmeal.

CHICAGO, May 29.—An effort was made at the meeting of the Master Bakers' Association last night to establish a four-cent loaf of bread to meet the competition of those outside bakers who have not advanced prices to the six-cent standard. After a long discussion the resolution sanctioning the movement was laid over to another meeting.

The city authorities were vigorously assailed for failing to enforce the ordinance relative to short-weight bread, and a committee of three was appointed to wait upon the Mayor and urge that an attempt be made to enforce the ordinance.

The four-cent-loaf proposition was the outcome of a feeling that the competition of the cheap bakers had to be met.

One effect of the advance in the price of bread, according to a number of bakers and retailers, has been a perceptible falling off in the demand. This is attributable to two causes—more home baking and the substitution of other food products in the place of bread, notably cornmeal. Housewives are doing their own baking. Grocers report an increased demand for cornmeal within the last few days, which indicates that it is being substituted for flour.

VANDERBILT BANK IN TACOMA.

Metropolitan Savings Bank, Controlled by George Vanderbilt, Gives Way to the Metropolitan Bank.

TACOMA, Washington, May 29.—Much surprise is expressed at the announcement made yesterday that the Metropolitan Savings Bank, controlled by George Vanderbilt of New York, had gone into liquidation and would pay every depositor in gold coin on the presentation of checks.

The Metropolitan Bank, newly organized, opened for business yesterday morning in quarters occupied up to Friday night by the Metropolitan Savings Bank. The former officers of the latter bank have been elected to the same positions by the new bank, including Philip Vanderbilt Caesar, President; T. W. Enos, Vice President, and Jacob H. Vanderbilt, Cashier.

Caesar and Vanderbilt are cousins of George Vanderbilt. The new bank has a capital of $50,000, furnished by New York men whose identity is not made public. It is supposed that George Vanderbilt retains an interest in the bank, it being located in his six-story building here. In inner circles it is understood that the high personal taxes charged the Metropolitan Savings Bank under the new laws is the cause of its retirement.

The taxes paid this year on its capital of $200,000 were sufficient to have otherwise enabled it to pay a dividend, while the new bank, having a smaller capital, will pay but one-quarter as much taxes. All of the business of the old bank is being transferred to the new one, which forms its connections immediately and becomes one of the strongest financial institutions in the State.

Yesterday noon, at the end of the first day's business, its deposits exceeded $100,000. George Vanderbilt is said to have furnished the cash necessary to close the old bank's business, taking its real estate and other assets.

BURGLARS CAUGHT RED-HANDED

Found Packing Up Their Booty in a Restaurant in Ann Street.

Burglars were discovered by Policeman Hickey shortly after 11 o'clock last night packing up the stock of cigars in John Muth's restaurant, in the basement of 38 Ann Street. Six boxes of cigars were already tied up in a tablecloth when Hickey found that the padlock had been wrenched off the door.

As the policeman rapped his nightstick for help one man ran past him and up Nassau Street, where he was joined by a heavy man who stood on the corner. These were captured at Beekman Street and Park Row by Policemen Crane and Schmidt, while Hickey cornered another man inside the place. The latter told him where they had thrown the broken padlock and the jimmy which had been used to pry it from its fastening, and both were recovered.

The man found inside the place was Peter Lawson, twenty-four years old, a waiter, who said he was a Dane and homeless. He was well dressed and fifty cigars were found in his pockets. Another prisoner, Henry Clancy, who is lame, and claimed to be a peddler, of 86 Bowery, also had his pockets full of cigars. He wore good clothing and was the man who escaped Hickey's clutches. The third prisoner, a powerfully built man of forty-seven years, gave the name of Thomas Lewis, of 13 Broome Street, and said he was an oysterman. Nothing was found on his person, but the police believe he instigated the robbery, and that he is an old-time burglar. They were all locked up.

ON THE BASEBALL FIELD.

Patersons to Protest Against the Nonappearance of the Readings.

PATERSON, N. J., May 29.—The Paterson Baseball Club this morning at 11 o'clock received a telegram from Manager Long of the Reading Club stating that the Reading team would not come to Paterson to-day to play the scheduled game, as they intended to attempt to play a Sunday game at home with Hartford.

On account of the short notice the Patersons were not able to get any other team in the league to come here, and the 1,500 persons who gathered at the gate were told the circumstances and not admitted. At 3:30 the Patersons took the field, and after nine balls had been pitched over the plate Umpire Betts gave them the game by a score of 9 to 0.

President Ely of the local club says he intends to push the matter, and will make Long pay the fine of $300 for not playing the scheduled game, and, if possible, force him to lose his franchise.

Baseball Games Yesterday.

At Syracuse—Syracuse, 7; Springfield, 4.
At Newark—Newark, 11; Allentown, 4.
At Reading—Hartford, 6; Reading, 2.
At Montreal—Montreal, 11; Toronto, 2.
At Charlotte—Rochester, 6; Buffalo, 2.
At Providence—Wilkesbarre, 9; Providence, 6.

Not to Replace Shindle.

President Ebbets of the Brooklyn Baseball Club yesterday denied the report that Shindle would be replaced by Yeager on third base. "I will retain Shindle and never had any idea of releasing him. Yeager will continue as one of the regular pitchers."

Death of James T. Young.

James T. Young, the bookkeeper, of 268 West Eleventh Street, who fell from a car at Houston and Morton Streets Saturday night, fracturing his skull, died last night in St. Vincent's Hospital.

MISS BARTON'S TRIP HERE

She Comes to Perfect the Organization of Auxiliaries.

PLANS FOR HOSPITAL SHIPS

She Says Provisions in Cuba Under Red Cross Protection Have Not Been Seized by Spaniards.

Miss Clara Barton, President of the American National Red Cross Committee, arrived in this city Friday night from Tampa. She will remain here several days consulting with other members of the Red Cross Committee, and with officials of the Relief Committee regarding the Red Cross work in the field during the expected military and naval expeditions soon to be undertaken by the Government.

Miss Barton came here after being several days in Washington in consultation with officials of the State Department. When seen yesterday at the home of her nephew, Stephen E. Barton, at 3 North Washington Square, Miss Barton said that her visit to Washington and New York had nothing to do with the recognition of the Red Cross by the Government, which had, as a matter of fact, been recognized for the past eighteen years. Her work here for the present was rather for the organization of the various auxiliary committees necessary to push forward the work of preparation for the Red Cross field and hospital work.

The American National Red Cross Relief Committee, with Bishop Potter as President, which, Miss Barton said, is so often confounded with the American National Red Cross, but, in reality, only acts as the financial agent of the latter organization, has now collected between $70,000 and $80,000, and the San Francisco committee has about $30,000 collected.

To Fit Out Hospital Ships.

The principal object of Miss Barton's visit here is to confer with the general officers of the National committee looking toward the fitting out of two Red Cross hospital ships, one to operate on the Atlantic Coast and the other on the Pacific, whose mission may carry it to the Philippines. The vessels will be fitted up in much the same way as the army hospital ship Relief, now being prepared for service, and will operate under the naval articles of the Geneva treaty.

Although Spain was among the first signers of the original treaty, which applied to the Red Cross in army operations alone, she did not until recently subscribe to the naval articles, which were framed in 1868 and signed by the United States Government then. Through the efforts of the Swiss Federal Council, which negotiates all matters concerning the Red Cross treaty between the different nations, Spain has agreed to stand by the naval articles under the modus vivendi adopted by Germany and France in the Franco-Prussian war.

While the treaty stipulates that the military hospital ships shall be distinguished by white hulls with a green strake running longitudinally, the civil hospital ships shall be painted white with a red strake. The civil ships may be present during naval engagements and will bear aid and assistance to the wrecked and wounded belligerents indiscriminately.

It is believed that arrangements will be made for the fitting out of the two vessels mentioned within a few days.

The State of Texas.

Miss Barton said that she did not know whether or not she would accompany the relief ship State of Texas to Cuba when it finally moved with the army of invasion, but that it would certainly be accompanied by a Red Cross staff.

"That would not, however, under a strict interpretation of the Geneva treaty," said Miss Barton, "be a guarantee of the protection of the relief supplies. The vessel is a Government vessel, and flying the Red Cross flag properly viséd makes it neutral and guarantees the protection of its crew. But it is in no sense a hospital ship, and its cargo, which is for a definite purpose and not for the succor of the belligerents of both sides, might be taken by the Spaniards without violation of the treaty.

"As a matter of fact, the Spaniards are under no treaty obligations to refrain from confiscating the relief supplies left in Cuba under the Red Cross at the opening of hostilities. I have positive assurances, however, that they have so refrained in every instance, and this I believe is due to the fact that they look upon the Red Cross as something almost sacred. The common people especially seem to look upon the cross as having some relation to the religious symbol. We left sufficient provisions in nearly all the principal Cuban towns to last the reconcentrados until June 1, and these should now be nearly exhausted, but there is enough left in Havana for another month.

Some Supplies Not Protected.

"These supplies have not been molested in any way, but, unfortunately, nearly 1,000 tons of relief provisions were sent into Cuba just prior to the beginning of the war which were not under the protection of the Red Cross, and these were promptly seized by the Spaniards. This included about 400 tons out of a 600-ton consignment to Matanzas, collected by The Kansas City Star.

"The supplies were sent to New Orleans and forwarded thence to Matanzas by a steamer chartered by the Government. The supplies were landed at Matanzas a few days before the outbreak of the war. They were hurried into a warehouse and hurriedly distributed. Two hundred tons were given out in two days, and the remainder were put into the hands of the British Consul. These were not under Red Cross protection and were promptly seized by the Spaniards.

"Another consignment of about 300 tons was sent out of Havana to various near-by cities on relief trains without Red Cross protection and nothing more has been heard of it.

"There is now a vast deal of independent work going on all over the country by patriotic people who simply desire to carry on independent relief work at the front, lacking a knowledge of the military regulations restricting that work. No independent organization except the Red Cross, when properly authenticated, is guaranteed the protection of all the treaty nations. It will be our purpose to centralize this relief work as far as possible."

Orange Auxiliary Ambulance.

ORANGE, N. J., May 29.—A number of society women of the Oranges have organized an Orange Auxiliary of the First New York Ambulance Red Cross Equipment Society. The local auxiliary intends to raise money to purchase and send into the field an "Orange" ambulance, and if possible to equip an "Orange" ambulance launch for naval use. The officers of the branch are: President—Mrs. Douglas Robinson; Vice President—Miss Lilly Page Ely; Treasurer—Mrs. T. H. Powers Farr; Secretary—Miss Helen Page; Executive Committee—Mrs. Richard M. Colgate, Mrs. William Read Howe, and Miss Margaret Pierson.

To Aid the Relief Association.

The members of the Harlem Philharmonic Society have organized a special committee for furthering auxiliary work of the Women's National War Relief Association. A meeting will be held at the Second Collegiate Church, One Hundred and Twenty-third Street and Lenox Avenue, on Thursday, when addresses will be made and plans devised for raising money.

THE ONLY GENUINE HUNYADI WATER
Hunyadi János
BEST NATURAL APERIENT WATER
FOR
CONSTIPATION,
DYSPEPSIA,
LIVER COMPLAINT,
& HEMORRHOIDS
"The prototype of all Bitter Waters."—Lancet.
Speedy, sure, gentle.—British Medical Journal.
CAUTION: See that the label bears the signature of the firm
Andreas Saxlehner.

GOSSIP FOR THE HORSEMEN

Plenty of Material on Hand for the Present Meeting at the Gravesend Track.

THE PROGRAMME FOR TO-DAY

Genuine Sorrow Was Felt Among Turfmen When Hamburg Went Down in Defeat to Bowling Brook Last Week.

If fair weather prevails the racing this week at the Gravesend track should be of the sort that brings out large attendances, for there are enough horses quartered in the neighborhood to insure big fields, and the purses and stakes offered are valuable enough to draw out the best of these. The stake programme for the week is as follows:

MONDAY.—The Clover Stakes of $2,000, for fillies two years old; 81 eligible; four and one-half furlongs. The Broadway Stakes, for three-year-olds; 43 eligible; one mile and a sixteenth.

WEDNESDAY.—The May Stakes, (selling,) for three-year-olds; 50 eligible; three-quarters of a mile.

THURSDAY.—The Parkway Handicap, for three-year-olds and upward; 41 eligible; one mile and a sixteenth.

SATURDAY.—The Hudson Stakes of $3,500, for two-year-olds; 71 eligible; five furlongs. The Carlton Stakes of $5,000, for three-year-olds; 56 eligible; one mile.

⁂

To-day's card at Gravesend is as follows:

FIRST RACE.—For maiden two-years-olds. Five furlongs.

	Pounds.		Pounds.
Dr. Parker	110	Frohsinn	110
Mr. Phinizy	110	Dr. Vaughan	110
Lawgiver	110	May Landis	107
Extreme	110	Amorita	107
Hopkins	110	Queen's Badge	107
Alonet	110	Fulminate	107

SECOND RACE.—Handicap for three-year-olds. One mile and an eighth.

Ben Eder	126	Howard Mann	116
Ben Ronald	120	Alvarado II	114
Our Johnny	118	Florence Bealey	104

THIRD RACE.—The Clover Stakes of $2,000, for fillies two years old. Four and a half furlongs.

Halo	112	Saccharine	112
Lady Onward	112	Ramlet	112
Onondaga's Pride	112	Lady Dora	112
High Degree	112	Miriam Claire	112
Lepida	112		

FOURTH RACE.—The Broadway Stakes of $3,000, for three-year-olds. One mile and a sixteenth.

Previous	118	Central Trust	111
Bowling Brook	118	Sly Fox	111
Mirthful	111	Sensational	108
Traverser	111	Sanders	106
Mont d'Or	111		

FIFTH RACE.—For three-year-olds and upward; selling. Five furlongs.

Oviatt	110	[illegible]	98
Rodermond	110	Bastion	98
Come Quick	105	Lambent	96
Orion	103	Vigenta	90
Ten Spot	102	Handpress	90
Braw Lad	101	Judge Morrell	84
Hanlon	98	High Hoe	84

SIXTH RACE.—For three-year-olds and upward; selling. Five furlongs.

Laudeman	[illegible]	Right of Way	98
Hanwell	108	Mizpah	98
Calculation	106	Dr. Sharp	95
Imperator	103	Sagacity	95
Zanone	102	Bluebeard	93
Set Fast	101	Tessie B.	85
Irish Reel	101	Fleeting Gold	85
Rotterdam	101		

SEVENTH RACE.—Hurdle race, for four-year-olds and upward; selling. One mile and three-quarters over seven hurdles.

Sir Vassar	158	Decapod	149
Brown Red	154	Rifler	140
Castleton	151	Capt. Piersal	139
Richea	149	Valorous	139

⁂

The bookmakers who were on the line during the Morris Park meeting, and who were loud and long in their complaints of the treatment they received at the hands of the public during the first ten days of the meeting, changed their cries during the last three days of the meeting, especially Thursday, when Sly Fox was the only well-backed favorite that won. The downfall of the mighty Hamburg was in a measure responsible for the triumph of the "bookies," for the faith of the majority of the spectators was pinned to him, and several times the amount Marcus Daly is said to have paid for him was wagered on his chances by those who, remembering his brilliant career as a two-year-old, held him as an idol that was invincible. But the idol was shattered, as many another has been, and the brilliant future predicted for the vanquisher of all the two-year-olds of his year is now clouded in uncertainty. Neither his owner, Marcus Daly, nor his trainer, "Billy" Lakeland, has any excuse to offer for his idol's failure. Hamburg went to the post for the Belmont Stakes fit to race for a man's life, or as nearly fit as one of the shrewdest trainers in the country could make him. His coat shone like satin, and the muscles played in a way that proclaimed him to be in the pink of condition, and it was only fair to presume that he still retained the speed that brought him fame and his former owner riches last year. Yet he ran a trifle more than half a mile at moderate speed and then galloped home the rest of the way an ignominious third to Bowling Brook and Previous, the latter his conqueror on one occasion last year. The defeat of Hamburg was felt deeply by many a racegoer not because of any pecuniary loss, but for the same reason that there was genuine sorrow when the little swayback Tenny went down in defeat before Salvator.

⁂

Salvator Wins.

Many New York horse fanciers attended the Toronto Horse Show recently, which was held in conjunction with the military tournament.

As usual, the display of Shires and Clydesdales was one of the greatest ever seen. These ponderous animals alone make the Toronto show worth the trip to Canada, and afford a hint to the Madison Square Garden Horse Show, which aims to be National in character, that ought to be heeded. The show of hackneys was also very good, and in view of the protest of Royal Standard at the Chicago show, it is peculiarly interesting to note that he was given the blue ribbon without a murmur at the Toronto show, beating such good ones as Banquo, Courier, and Rosseau Performer.

Foil verses foil, bayonet versus bayonet, lemon cutting, riding and jumping, tent pegging, sword verses sword, wrestling on horseback, and other events were the most interesting features of the military display.

A very important class was that for thoroughbred stallions, qualified to improve the breed of saddle horses and hunters, which was won by William Hendrie's Othmar. Gordon Grand's saddle horse Exclusive won numerous ribbons, one of the highest prized being the blue for ladies' saddle horses. The beautiful championship medal awarded by the Governor General for the "best man at arms" among the officers was won by Lieut. Peters of the Governor General's Body Guards. The medal for non-commissioned officers and men was carried off by Private Lamothe of the Royal Canadian Dragoons.

⁂

Flying Dutchman has broken down. P. Dunne, his owner, recently stated that he would make no further effort to train him. Last season he had trouble with one foreleg and now the other one has given way. Flying Dutchman is a chestnut horse, foaled 1892, by imp. Wagner, dam Glen Mercy, by imp. Glenelg, out of imp. Mercy, by Trumpeter. He was a good racehorse and ought to be a desirable stallion for the stud.

⁂

C. T. Patterson, former owner of Ornament, recently purchased the following horses, and has taken them to Chicago: From W. C. Rollins, Deerslayer, bay horse, 6, by imp. Midlothian, dam Doe; from J. E. Madden, Great Bend, chestnut Colt, 4, by imp. St. Blaise, dam Susquehanna, and Benares, brown colt, 3, by Hindoo, dam Dione, and of P. J. Dwyer, Passover, chestnut colt, 4, by Hanover, dam Miss Hight, and Rifle, bay colt, 4, by imp. Maxim, dam Napa.

⁂

Jockey W. Martin does not entertain a very favorable opinion of Lieber Karl. He is accredited with saying: "Plaudit can beat Lieber Karl at any distance. Lieber Karl is the worst gaited horse I ever rode. Instead of taking long and easy strides he pounds the track like a pile driver and seems to strain himself at every jump. I don't think that Lieber Karl is as good as he was at Memphis, but Plaudit could have beaten him anyway."

⁂

Bromley & Co. have purchased of George H. Whitney, through H. Eugene Leigh, the chestnut colt Heliobas, two years, by Farandole, dam imp. Bowden Lass, by Galliard, out of Casta by Fetterlock, &c., for $10,000, and he will be handled by Mr. Leigh. Heliobas has started four times and won three races, and is perhaps the best two-year-old in the West thus far.

⁂

Messrs. Fleischmann have purchased of Turney Brothers the brown colt Dr. Eichberg, two years, by imp. Candlemas, dam Nell Swift. Price reported to be $10,000.

⁂

The net proceeds of the extra day's racing at Morris Park for the benefit of the Red Cross Society on Friday, May 20, amounted to $4,000.

⁂

Owen Bradley has sold to J. B. Lewman on private terms the two-year-old bay filly Glad Hand, by imp. Deceiver, dam Enquiry.

⁂

Ben Brush has been sent to Kentucky since his breakdown and goes in the stud at Castleton, the breeding establishment of his owner, James R. Keene.

⁂

Don Lowell, 2:14¼, considered by many horsemen to be the best road horse in America, is to be sold at auction to-morrow evening at the American Horse Exchange.

NEWS FOR THE WHEELMEN.

Many Entries for the New York Associated Club's Meet at Berkeley Oval.

Of the track meetings to-day, the large entry list obtained for the race meet of the Associated Cycling Clubs of New York this afternoon on the Berkeley Oval track makes it, according to Handicapper McCarthy, the most important in the metropolitan section. The one-mile tandem handicap has twenty-six entries, a rare record for a two-seated machine contest.

A novel feature will be a handicap race for novices, and, as by the American rating a novice is a rider who has never won a track prize, the handicapping is a venture in the dark. Nearly seventy riders are listed for this event, which is said to be the first of its kind ridden in this country. An interclub team pursuit race promises to provoke lively riding. Among the teams are Babcock and Bedell of the Harlem Wheelmen, Atwell and Downes of the Bowling Green Wheelmen, White and Nolan of the Pierce Wheelmen, and Frank and Zahn of the Yorkville Wheelmen.

The event of paramount interest is an unlimited pursuit race between what are probably the two fastest tandem teams on the track—Gougolz and Lamberjack, and Sager and Swanborough. The last-named team are American champions, and the Frenchmen are champion tandem riders of France. The management of the track announced yesterday that the Frenchmen had settled their controversy with their own management and would surely appear.

The Massachusetts Bicycle Club arrived yesterday on its annual Decoration Day tour, and many of its members will attend the meet as the guests of the Manhattan Bicycle Club. The racing will begin at 2:30 o'clock, and it is expected that Isaac B. Potter, President of the League of American Wheelmen, will act as referee. Albert Mott, Chairman of the National League of American Wheelmen Racing Board, will also attend, and the judges include City Magistrate Charles E. Simms, Jr., Alderman Joseph Oatman, L. A. W. Vice Consul Milo M. Belding, Jr., John C. Hertle, and George W. Shannon.

With fair weather the Irvington-Millburn twenty-five-mile road race to-day is expected to eclipse in importance those of previous years. Twelve entries more than those for the race last year have been received, and some of the hardiest road riders in the metropolitan section are on the list. There are about fifty prizes offered, from bicycles to accessories of small value.

The record to be beaten is that made by Monte Scott, of 1:08:21, in 1896. The race is scheduled to start at 11 A. M. For cyclists who wish to reach the course, the best way is to take the train to Broad Street Station in Newark and ride up Broad Street to Clinton Avenue, on to Irvington, where the course begins. The course may also be reached from Jersey City by trolley from the Pennsylvania Station.

A number of prominent wheelmen are included on the list of officials, some of whom are P. Anthony Brock, Referee; Dr. C. B. Holmes, T. E. Lee, J. W. Woods, C. H. Budd, E. F. Miller, and Carl Von Lengerke, Judges, and R. W. Barr, Chief Umpire.

At the race meet at Ambrose Park, if arrangements do not miscarry, a notable event will be the ride of Jimmy Michael behind an electric tandem for ten miles. On the Waverly Park track, New Jersey, the Atalanta Wheelmen will run their annual meet, and a good card of sport has been arranged.

The Associated Cycling Clubs of the Eastern District of Brooklyn will start at 8:30 this morning on their run to Whitestone from Heywood Street and Bedford Avenue. On arrival three bicycle races will be run, a game of baseball played, and a programme of general athletics carried out.

HARLEM RIVER OARSMEN.

Crews Ready for the Regatta To-day—Many of the Men Out for Practice 'Spins.

Harlem River oarsmen were busy yesterday making preparations for the thirty-second annual regatta of the Harlem Regatta Association, which will be rowed to-day. The crews took practice spins, and their work was carefully watched by those who crowded the balconies of the boathouses. Altogether it was by far the liveliest day at the houses and on the river this year.

During the day the Regatta Committee, composed of James Pilkington, Harlem Rowing Club; J. J. Murphy, Nonpareil Rowing Club; H. W. Walter, Dauntless Rowing Club; T. S. Mahoney, Metropolitan Rowing Club, and Dr. J. F. Buckley, Wyanoke Boat Club, went over the regular mile straightaway course, which will be used to-day, and found it to be clear of all obstructions. The races will begin at 12:30, and will be rowed up the river during the first three hours, and down the river from 4 to 6:30 o'clock.

Max Hisch of the Wyanoke Boat Club who will row in the junior single scull event, caught a crab yesterday while returning from a five-mile spin, and went overboard. He was picked up by a passing boat and landed safely. Fred Schaefer of the Harlem Rowing Club had a similar experience. A passing Whitehall boat fished him out, but he refused to be taken ashore, and, righting his shell and baling some of the water out, got into it from the Whitehall and continued his row.

A crew that attracted considerable attention on the water was the intermediate four-oared gig crew of the Vesper Boat Club of Philadelphia, composed of H. De Beck, bow; W. Follken, No. 2; J. McClanaghan, No. 3; J. O'Donnell, stroke, and J. Love, coxswain. The men appeared to be in the pink of condition, and put the boat through the water at a lively pace, although not apparently exerting themselves. The Nonpareil's crew was also on the water, and showed itself to be very fast. A crew of Nassau men launched a new barge during the afternoon and went visiting up the river, Capt. Fred Vilmar handling the tiller ropes.

The Nassau Boat Club has completed arrangements for the handicap races for the March shell, open to members only. The first of the series will be rowed on June 4, and the entries so far announced are H. L. Rogge, Z. Blunt, F. Smith, E. P. Reynolds, G. W. Pye, J. M. Davis, and R. B. McCroddie.

The Columbia University eight-oared crews housed their boats at the Atalanta, while the Pennsylvania Barge Club has taken up quarters at the Union, and the New York Athletic Club at the Nonpareil houses.

Boxing at the Lenox Athletic Club.

Jimmy Barry and Casper Leon, who battle for the 110-pound championship of the world at the Lenox Athletic Club tonight, are both down to weight and in the best possible condition for the contest. Each is confident of his ability to win. Barry, who has vanquished Leon on two former occasions, is thought to have the best chance. There will be two preliminaries to the star event between Jimmy Rose of this city and Tim Callahan of Philadelphia, ten rounds, at 112 pounds, and Benny Leon and Mike Lyons, both of this city, ten rounds, at 115 pounds.

ECHOES FROM THE LINKS

Members of the Harbor Hill Golf Club Playing for Championship Honors.

PROPOSED BIG TEAM MATCH

Thirty Men on Each Side to Play on the Dyker Meadow Course Next Saturday—Fairfield County Cup Contests.

Members of the Harbor Hill Golf Club, Staten Island, will have two championship contests to-day. The club has adopted a slightly novel system of conducting these events. The holder of the championship, instead of playing with all the other contestants in the regular tournament, simply meets the winner of the general tournament, as is the case in the tennis championships. This applies equally to men and women. The present holder of the women's championship is Miss Adeline K. Robinson, and the final contest in this event to decide the championship for the next six months will be played to-day.

The men played their preliminary rounds on Saturday, and the best eight qualified to play for the championship cup. Their names, with total scores, follow:

	Out.	In.	Total.
Charles T. Stout	44	46	90
John A. Morton	50	46	96
George E. Armstrong	47	50	97
Vincent Hochmeyer	50	51	100
A. B. Elliott	51	53	104
W. D. McKean	54	50	104
William A. Hamilton	48	60	108
H. M. Judge	61	48	109

A consolation cup is also offered, the contest for which will be continued to-day, and the next sixteen players who qualified for this event are:

	Out.	In.	Total.
Paul B. Cooke	52	57	109
Robert Graham	52	59	111
A. D. Chandler	57	55	112
James Bernard	63	50	113
C. Y. Wemple	59	56	115
T. Max Carrere	56	62	118
V. Garrett	62	56	118
P. F. Kobbé, Jr.	56	62	118
E. D. Crowell	60	59	119
L. Van Rensselaer	59	60	119
R. F. Mayhew	59	63	122
C. V. Sharks	58	66	124
J. E. C. Leavitt	59	66	125
J. R. Bowring	58	68	126
K. R. Emmons	63	65	128
E. A. De Lima	68	71	139

The holder of the men's championship is Malcolm Graham, Jr., and he will play the winner of the general tournament next Saturday at thirty-six holes, match play.

Roderick Terry, Jr., who has just won the amateur championship of the Ardsley Club, is captain of the Yale team, as well as President of the Intercollegiate Golf Association. He will be graduated from Yale in June. His father, the Rev. Dr. Roderick Terry, went with the Twelfth Regiment as its Chaplain when it was called out for war service.

What will be the largest team match in point of competitors between two clubs will take place next Saturday if the plans of the Morris County and Dyker Meadow Golf Clubs are carried out. It is proposed to have a team match with thirty men on each side, to be played on the Dyker Meadow links, and both Capt. Flagg of the Morris County Club and Daniel Chauncey of the Dyker Meadow Club are doing their utmost to get the full quota out. On June 11 the Morris County team will entertain the Philadelphia Country Club team, and on June 25 the Fairfield County Golf Club will play Morristown on the latter's links. Capt. Flagg has presented a cup to his club, which will be awarded at the close of the season to the member of the team who has won the greatest number of matches for the Morris County Club.

The entire new course of the club will not be thrown open for use before a month or more, and only one of the enlarged new greens is now played upon. The playing distance of the course, therefore, is practically the same as last year—a trifle over 5,000 yards—but the enlarged course, over which the amateur championships will be played in September, is over 6,000 yards. The course looks very well now, despite the long and heavy rains. Several of the Morristown golfers will play in the open tournament at the Oakland Golf Club, which commences Thursday.

The Fairfield County Golf Club of Greenwich, Conn., which opened its links for the season last Saturday, will have a number of interesting contests this year for both men and women. Cups have been presented for different events by James McCutcheon, E. C. Converse, W. H. McCord, Frank M. Freeman, and Edward B. Curtiss. On Saturday, June 18, the second competition for the trophy known as the Queen's Jubilee Cup, given by F. E. Vivian Bond, will be played for.

The coming interclub team tournament, to be held June 15, 16, and 17 on the links of the Alleghany Country Club, near Pittsburg, is beginning to attract considerable attention, and it is reported that there are already about a dozen teams entered from different parts of the country. Very handsome prizes are offered, and, besides the team contest, there will be several other matches during the three days.

SPORT FOR YACHTSMEN.

To-day's Programme of Races and Opening Ceremonies.

For many years Decoration Day has been celebrated on the water by yachtsmen. To-day there will be three regattas for yachts in the vicinity of New York, while six clubs will formally be declared in commission between the hours of 12 and 6 o'clock. The principal regatta of the day will be the fifteenth annual event of the Harlem Yacht Club, which will be sailed over the new courese on Long Island Sound between City Island and Matinnicock Point. The largest entry list in the history of the club has been received and many of the most speedy boats in New York waters will compete in the fourteen classes that have filled.

The steamer Glen Island has been chartered by the club for the use of the guests and will accompany the yachts over the course.

The Indian Harbor Yacht Club will have its formal opening at Greenwich, the ceremony to be followed by a special regatta for the open classes of knockabouts and one-design dories. All the dories that are enrolled in the Indian Harbor, Riverside, and Huguenot Clubs will compete, and the following list of knockabouts has been received by the Secretary of the Regatta Committee:

Name and Owner.	Racing Number.
Indianola, L. R. Alberger	P. 28
Kenosha, C. W. Voltz	P. 29
Mongoose, Simeon Ford	P. 31
Senta, Daniel Bacon	P. ..
Dipper, Arthur Iselin	P. ..
Nonny, L. Dunham	P. 2

In the race for the Seawanhaka-Corinthian class of one-design knockabouts at Oyster Bay, nearly all of the fleet have been entered, and with a breeze the contest should prove a pretty one. The following clubs will send their colors aloft and be declared in commission: American Y. C., Milton Point, 4 o'clock in the afternoon; Atlantic Y.C., Sea Gate, 1 o'clock; Brooklyn Y. C. and Gravesend Bay Y. C. at Gravesend Bay at 3 o'clock; Jamaica Bay Y. C., Rockaway Beach, 12 o'clock, (noon) and the Penatoquit Corinthian Y. C., Bay Shore, L. I., 3 o'clock.

Band Concert in Central Park.

The first Sunday band concert of the season was given in Central Park yesterday afternoon on the Mall by Fanciulli's Seventy-first Regiment Band. The programme consisted of ten numbers, and each was heartily applauded. In spite of the threatening weather of the early afternoon, there was a large crowd, and the police were kept busy in moving those on the promenade. These concerts will be continued the balance of the Summer season.

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LETTERS FROM THE PEOPLE

ENGLISHMEN AND AMERICANS.

To the Editor of The New York Times:

Sixty-eight years since, an Englishman, alluding to a fellow-countryman, wrote:

"He evidently has no liking for American institutions, yet he never speaks of the people of the United States with that pitiful affectation of contempt by which some have done more than wars or tariffs can do to excite mutual enmity between two communities formed for mutual friendship. Indeed, it is scarcely conceivable that a man of his sensibility and his imagination should look without pleasure and national pride on the vigorous and splendid youth of a great people whose veins are filled with our blood, whose minds are nourished with our literature, and on whom is entailed the rich inheritance of our civilization, our freedom, and our glory."

The above quotation from Macaulay's review of Southey's Colloquies states a fact of very great interest at this time. It must be admitted that dislike of England has been widely diffused in the United States, and to one fairly observant it is plain that the English essayist and historian correctly indicated one of the chief sources of our animosity. Neither wars nor tariffs have been able to effect the harm done by the "pitiful affectation of contempt."

That a deep and widespread sentiment of antagonism toward England has arisen and has been nourished because of an attitude at first sight unworthy of attention is not derogatory to our self-respect, for the reason that the cause is only seemingly trivial. It might be magnanimous to treat pretended contempt with indifference; it would be groveling to repay it with affection; wanting in self-respect and a sense of justice to experience no resentment for persistent injustice. The insult offered by a kinsman is a greater wrong than the abuse of a stranger. Germany may rage and sneer; we ascribe its vaporings to the ignorance of a pedantic and nursery-governed people, a people whose prominent trait is well described by their war lord as "political ineptitude." France may rant and rave; we smile at its grimaces and ridiculous libels; we remember the French character, and remember, too, that France is Spain's neighbor, closely allied by many historic bonds. Childish aspersion, born of ignorance, affects us so little that it may be doubted if a single American has any feeling of rancor against either Germany or France for an attitude less offensive than surprising. In time they will know better.

But as to England, it is different. Nations are composed of individuals, and there is no human being conscious of capacity and rectitude but would resent the "affectation of contempt" of a rich and powerful relative, nor would his resentment be diminished by the fact that owing to the circumstances of a common ancestry, common modes of thought and action, and a common faith, the estimation in which he was held by that relative must necessarily modify the estimation of the world at large.

The dislike which we may suppose an individual so situated to experience resembles in kind our National dislike of England, and, just as an individual under such conditions would inevitably magnify his wrongs so we have probably magnified ours, often attributing to them a deeper cause than the truth warranted.

Long ago the immortal Tony Weller advised Mr. Pickwick to escape from Fleet to America, and later "come back and write a book about the 'Merrikins as'll pay his expenses and more, if he blows 'em up enough." We all know that, though Mr. Pickwick was unable to follow this advice, it was subsequently carried out to the letter by his biographer, and this notable example ought to sufficiently prove to us that much of the "pitiful affectation of contempt" to which we have been subjected has had its origin in a not unpardonable desire to "pay expenses." Having suffered some real injuries, we have not unnaturally often resented trifles. If a man dissembling his love, kicks you down stairs, you do not thereafter genially appreciate his playful banter.

Yet a fact, ever present to the consciousness of a large section of the English public, is that the people of England have long really regarded us with pride, even with affection, and have been constantly surprised that we have failed to appreciate sentiments successfully masked or displayed in a patronizing manner almost as distasteful as actual insult. Just as Mr. Podsnap, innocently persuaded of his own greatness, patronized the French gentleman in the artless conviction that to the foreigner he, the British merchant, must appear a sort of god, so has John Bull assumed that we must of necessity concede his palpable superiority. That we could as innocently, and with ample justification, regard ourselves as an equal has been to John Bull less presumptuous than simply incredible. Yet this is a truth the English people must learn if they desire us to reciprocate a regard which we have no doubt is honest. They must find solace in the fact that if we are very conceited we have fairly come by our inheritance.

And there are signs that the lesson has been learned. "Pitiful affectation of contempt" is no longer fashionable, and in England to-day they who indulge in it at our expense are regarded with a contempt which is not affected. That more generous and appreciative spirit which Southey and Macaulay, two Britons as wide asunder as the poles in modes of thought, nourished seventy years ago, has never been entirely absent from English minds. To-day it possesses all parties whose opinion is worth attention.

There can hardly be any doubt that the dawning century is to see portentous changes in the world's economy. A time of stress is upon all nations, and it behooves each one to look keenly about to see where its best interests lie. And in doing so we of the United States should, on the one hand, be careful not to regard with undue elation that "vigorous and splendid youth" which Macaulay ascribed to us, nor on the other hand to give too much heed to the living voices of the timid, or the echoes of the voices of the dead. The phrase "entangling alliances" is pregnant with truth, yet we should remember that it was applied in other times and other conditions. The policy of isolation may for a long while to come, possibly for all time, be the best for us—again it may not. But it is certain that if any alliance is to be regarded with favor it is one with Great Britain.

Doubtless such an alliance would require of us some sacrifices. It is not a suggestion to be acted upon without previously counting the cost. For the very reason that all surface indications point to the advisability of a closer union, the matter is one demanding careful consideration. England nourishes institutions which the mass of our countrymen must always eye with disfavor, yet which, by a certain section of our people, are regarded with admiration and envy. It should certainly not be the policy of this country to encourage vagaries which might, under certain circumstances, develop into fatuous schemes. This danger is probably not great; but when the inevitable opposition to closer relations is developed it is one that will be insisted upon, if for no other reason because a proposed alliance is sure to be welcomed by some with noisy demonstrations of an approval founded on grounds which should have no weight whatever with us.

Not that, as incompatible with self-interest, sentiment is to be disregarded. On the contrary, as between Great Britain and the United States, sentimental considerations must of necessity be of great weight. Sentiment has kept us apart; sentiment will have a great share in any future obliteration of lines of separation. But it will be of that higher and nobler nature which can never without detriment be absent from the motives of men. Such sentiment is to be heeded in contemplating self-interest. Its wishes and its hopes should command reverence and attention, for the essential foundation of every alliance is friendship, and the stronger the friendship the stronger the alliance.

Observation and experience must have taught all thinking men that kinship is a bond of tremendous strength. In the face of the stupid misconstruction or frantic vilification of Continental Europe, England, largely because blood is thicker than water and clarifies the understanding, stands forward generously in our defense. The situation of to-day is without terror or probable humiliation for us because of her attitude. Let it be admitted that her motives are interested. Let it be acknowledged that in seeking an ally her eyes are cast in our direction because we are strong and can be useful; nevertheless it were as churlish as untrue to deny that if her gaze instinctively turns toward us it is, among other reasons, for the worthy reason that our veins are filled with her blood, our minds nourished with her literature, that upon us is entailed the rich inheritance of her civilization, her freedom, and her glory.

At the bottom of the dread of entangling alliances is the dread of war. We do not require to be lectured upon the horrors of war, "lest we forget," nor can any sensible man believe that war is to be abolished. Human nature is composed of human passions, and must act in accordance with its impulses, but it is certain that a close alliance between the two most powerful nations of the world would have a restraining effect. Neither England nor the United States is a warlike nation, though each has proved itself equal to any fortune by which it has been assailed. Together they would be invulnerable to any combination, and would together be capable of insuring that world-peace which has been the fond dream of philosophers.

But the realization of that dream, if it can be realized, is not to come through treaties of arbitration and assertions of mutual admiration. These, as pleasant amenities, have their uses, but the stern front of unwavering resolve must be presented to all nations. America must do her fair share toward this imposing attitude. She must have battleships and cruisers, so that if our ally be threatened, we, too, are threatened. We must evolve an army composed of citizen-soldiers who comprehend the first principle of a soldier's duty—obedience. There must be no part of the world where our ally is where we are not. Assured that our interests are one, wherever they may be they are to be upheld with that vigor which means determination to enforce our rights.

And this means conquest, not necessarily the conquest of the sword, but a conquest by ideas and methods which tend to the advancement of humanity. It means the gradual inculcation of those correct ideas of liberty and political methods which have thus far been learned by the two Anglo-Saxon nations alone.

This is a fair vision, perhaps never to be realized, but in the near future it must be gravely considered. No nobler destiny has ever beckoned a people than that foreshadowed for us by recent events. Upon our statesmen, upon every citizen, is laid the duty of weighing the gravest question presented to us since we revolted from a country to which we may be destined to return, independent for all time of its control, but subject to the bonds of a friendship based on mutual respect, confidence, and self-interest.

AUGUSTUS TOMLINSON.

Summit, N. J., May 27, 1898.

INVASION OF CUBA.

To the Editor of The New York Times:

It is said that the President was recently much moved by a recital of the wrongs and sufferings of the "reconcentrados," and that the fact has encouraged certain clamorous stay-at-homes to hope for an early, if not immediate, invasion of Cuba. Now the United States has entered upon this war to end Spanish misrule on that island, and incidentally, perhaps, to relieve the sufferings of a certain class of the inhabitants, but we are under no obligations, moral or political, to run any unnecessary, and, least of all, any imminent risk of suffering and disaster to our troops to accomplish these ends. At the worst, these people may now be expected to suffer their present ills for a few months instead of indefinitely, and it is neither the part of wisdom nor true charity to adopt a policy sure to involve the sacrifice of thousands of brave men and to bring mourning into thousands of American homes, to say nothing of suffering probably greater than that of the reconcentrados and to a greater number as well. Moreover, these reconcentrados have doubtless ere this been invited to take themselves back to their homes and garden patches for, with the growing scarcity of provisions, the Spanish troops may be trusted to adopt this most rational way of reducing the number of mouths to be fed and to increase the number of producers at the same time.

It requires little familiarity with the climatic conditions of Cuba to realize some of the horrors of a Summer campaign in that tropical region, where the seasoned Spanish soldiers find aggressive campaigning out of the question and even their scattered and self-supporting foes disband their larger parties and practically suspend their little operations. One has only to read the valuable and disinterested testimony of Dr. Castillo and Mr. H. B. Fullerton in a recent number of The Army and Navy Journal, to be convinced (if he has any knowledge of military affairs) of the criminal folly of undertaking an active campaign in Cuba during the Summer even with a well-trained and properly equipped army. That we have no such army and can have none short of several months, is patent to every one who has any knowledge of our experience in 1861, or is in the slightest degree familiar with the conditions of things at present. Nor can the statement of such a self-evident fact as this be construed as giving any "aid and comfort to the enemy"; on the contrary, we could not better play into our enemy's hands than by shutting our eyes to this fact and rushing over our raw and hastily collected levies to attack his 100,000 intrenched soldiers on their rain-soaked island.

Let the Government give it to be understood at once that, not being a "military nation" in the sense of maintaining a large standing army, we do not propose to sacrifice unnecessarily thousands of lives by sending an unacclimated, untrained, and improperly equipped army to endure the horrors of a Summer campaign in the tropics, but that we shall limit the Summer months strictly to naval operations (with the exception of an ample but unstated, force to Manila,) and to the organization of a proper army for the invasion of Cuba in the late Fall. If this be done, we shall be credited neither at home nor abroad with failure of purpose or resources because we do not move more quickly, while Spain, whose courage has been somewhat revived of late—by our harmless, except to ourselves, and unnecessary gun practice upon her forts—will be ready to despair again.

By the Fall we can have a well-equipped and well-organized army, our material will be ample and better for being less hastily prepared, the enemy in Cuba will be much worse off than at present, and if any campaign be necessary at all, it can then be made "short, sharp, and decisive"; no second call for troops will be necessary, and the campaign will be concluded with the minimum sacrifice of life and treasure. It seems absurd, however, for a country like this to weigh the cost of maintaining an army of 100,000 or 200,000 men for one year of war, when other nations find it practicable and to their interest to maintain three or four times that number year after year on a peace footing.

But if our Government yield to ignorant clamor, "yellow journal" or otherwise, for an immediate invasion of Cuba, we shall run grave risk of humiliation through the losses and sufferings of the great mob we call an army, fresh levies of equally raw men will probably have to be called upon, the campaign will extend into the Winter all the same, Spain, although ultimately defeated, will exult and be exalted and the United States will lose prestige.

As to the force which has already been collected, the mistake of Congress in yielding to the persuasion of militia officers and defeating an efficient measure for recruiting the regular army, has brought into service thousands of unwilling men, who had not the moral courage to remain at home and whose families must undergo unnecessary privation or fall a burden upon their communities. The Government required no such sacrifice and does not desire these men, whose places are wanted by thousands of able-bodied young men, whose ardent and patriotic wishes to enlist have been defeated by the same law. Nevertheless, many of the militiamen did refuse to volunteer, the consequence of which was a hustling after recruits whom no experienced mustering officer would accept. Taking this army as it is, however, it would seem as though Tampa were the very worst point on the coast at which to assemble any portion of it. The heat on the west coast of Florida is already great, and during the Summer will be simply intolerable; the necessary drills will be out of the question, and it is as unwise as it is inhuman to subject the troops to unnecessary physical discomfort, if not actual torture and injury.

Camps of 20,000 to 30,000 men should be established on elevated table land, not too far South, company and regimental drills should be followed by brigade and division manoeuvres, short marches, and even sham battles. The men should be taught to take care of themselves with the facilities offered by the various departments, the heads of which will also have their duties to learn, and when the time approaches for embarkation for Cuba, the troops should march by easy stages at least 200 miles of the way to the coast.

The history of the civil war was for a long time, and from the beginning, a history of blunders, yet the experience seems to have gone for very little. Whether the fault lies mostly with Congress, or elsewhere, we have, at least so far as the army is concerned, begun badly, but since the exercise of common sense will remedy existing and prevent threatened evils, let us hope for a satisfactory ending, for our leading Generals have the necessary ability and experience and deserve the public confidence.

VETERAN.

New York, May 24, 1898.

ARMY AND CIVILIAN OFFICERS.

To the Editor of The New York Times:

Your correspondent in to-day's TIMES, (William Wright,) who compares Lincoln's appointments of civilian officers to those made by President McKinley, must either be too young to remember the civil war or has a very bad memory as to its conditions. He could not otherwise speak of "like circumstances" in making such appointments. What were the circumstances under which Lincoln appointed such men as Butler, Banks, and Sprague? They were: First, the number of the volunteer army compared to the number of trained officers was very much larger than now. A large proportion of West Point officers were Southern men, and went into the Southern Army. Their places had to be filled by volunteer officers. Second, we were not only fighting against our own people, and in our own country, but the result of the war was considered by nearly all thoughtful persons extremely doubtful, and there were not only thousands of honestly doubtful persons, but tens of thousands of "copperheads," more or less active and intensely bitter enemies of the Government.

The most difficult of all of Lincoln's tremendous tasks was to keep and gain moral support. No one who did not live through that time, in the North, can form the least idea of the appalling strength of the forces at home against which Lincoln had to contend. This made it imperatively necessary for him to avail himself of every possible means to strengthen the moral power of the Government. Men of commanding influence, such as Butler, were of incalculable value, and it was necessary to avoid losing such supporters. Sprague was the "War Governor" of Rhode Island. He worked with immense enthusiasm and lavish expenditure of money, (also valuable aid at that time,) raised and equipped regiments, and in many ways made himself invaluable. In innumerable instances the volunteer officers were men who either raised companies or regiments, or else were elected by the men. In all cases they had some claim more genuine than that of being somebody's son!

I challenge Mr. Wright to show that in one single instance Lincoln appointed a man out of compliment to his father or friends. And what are the circumstances now which Mr. Wright considers parallel to those of the civil war? We are a united country, there is no strong sentiment opposing the war which must be placated. We have, or can have, unlimited money, and, compared to our present enemy, we are irresistibly powerful. We have probably enough or nearly enough West Point officers to fill all the positions, and if any civilians are appointed, it should be to the lowest grade of military rank, except in very exceptional cases, such as that of Roosevelt.

JOHN CARGILL.

New York, May 25, 1898.

HAWAII AND THE PHILIPPINES.

To the Editor of The New York Times:

In the hurried advocacy on the part of the majority of our representatives and journals for annexing the Hawaiian and Philippine Islands, it appears that little thought is taken of the fact that immediately upon such annexation we cease to be the United States of AMERICA and become the United States of the world. We fought, and fought again, our blood kindred across the sea to establish our United States of AMERICA, and then fought between ourselves, brother against brother, to maintain it.

Shall we, by this surely disastrous move, cause the blood of these wars to have been shed in vain? Shall we lose the identity of our beloved name? Do we need more territory—have we not millions upon millions of acres of the most fertile lands undeveloped and capable of maintaining many times our present population and increasing many times our great wealth? Have we not our great English ally bound with us by the ties of blood and mutual trade interests; and would not that nation gladly join us in establishing these islands as free and independent republics, with their trade open to all nations? Would not this be an easy task, requiring only a small standing army of English and Americans for a few years to preserve order; for as soon as the doors are thrown open English and American population would flow in and maintain stable governments? Would not this course guarantee us forever all that we should need—ample coaling stations for our ships and friendly ports for our trade; and would it not cement forever the Anglo-Saxon alliance for the expansion of the enlightenment and trade of the world?

We are a great country, and it is proper that we should accept our responsibility and take our place among the great nations. But let not our course be one of conquest of weaker nations, but one of enlightenment. Let us rather turn our attention to building the Nicaragua Canal, thus enabling our whole country to join in assisting the progress of these suggested sister republics.

Would not our annexation of one foot of territory as the result of this war belie our motives and fully warrant the foreign idea that we did not enter into it purely for unselfish reasons, and would it not prove a harmful example to all nations by clearly demonstrating that our boasted superiority of freedom and our unselfish desire to assist in securing it for the oppressed is but a deceit and fraud?

If we are willing for this, let us by all means throw down the bars and remain the United States of AMERICA by annexing Cuba and letting Hawaii and the Philippines go.

During the infancy of this country we have had one long and bloody war over the control of an inferior race, with continual dissensions ever since over their political control; and it would appear that we Southerners, at least, with our experience and with our love now restored for the whole country, would ask our representatives to consider well, before voting for a measure in which there is surely danger to our grand Republic through the certain contentions and struggles for political control of the millions of inferior people whom this annexation would make a part of us, and to whom, by long years of strife and bitter political quarrels, we should eventually have to grant the right of franchise.

It is but a few years since we passed a law prohibiting further Chinese immigration, and now we are considering taking in millions of an equally inferior race. Further, we could hardly prevent the Chinese from becoming citizens of the Philippines by the million, and passing thence to this country.

It would seem that a vote of the people would overwhelmingly declare against such annexation and for each continuing forever to remain

A CITIZEN OF THE UNITED STATES OF AMERICA.

New York, May 26, 1898.

PROF. NORTON CRITICISED.

It is characteristic of the Americans to be trifling. They have acquired the varnish of civilized life, but their natures have not been refined. Americans are 70,000,000 of good-natured people, gifted with a fatal optimism, with no serious thought of any of the grave duties of life. They have no fine sense of honor. They cannot distinguish between what is honest and what is dishonest. I feel with Sir Horace Walpole that I could be proud of my country if it were not for my countrymen.—Prof. Charles Eliot Norton.

To the Editor of The New York Times:

A distinguished American humorist once said there were three distinct types of the fool, but complete as his analysis was of this genus homo, he overlooked one rare specimen. He forgot there might exist in certain localities a unique species known as a hybrid combination of both fool and knave. The every-day, commonplace, out-and-out fool excites our pity, but the fool educated for the capacity of mischief we not only deplore but must condemn.

Sir Horace Walpole, whom our learned professor quotes so gingerly, also said, "The greatest foe to national liberty and happiness is he whose ill-bred genius and exalted station enable him by intemperate speech and treasonable utterances to weaken his country's credit and undermine the stability of good government."

We cannot imagine anything more dangerous and reprehensible in times like these than for a professor of one of our greatest seats of learning to instill into the minds of our youth the doctrine that our countrymen are a race of dishonest cowards and triflers. It is not only wrong but criminal.

Harvard has produced many rare specimens of grotesque humanity as professors—not the least distinguished, perhaps, was he who was hanged for a heinous crime that appalled and put the whole country to shame; Webster expiated his crime on the gallows; but if the language of this professor is quoted correctly, it is left for an outraged people to invent a punishment befitting such an offense. We wonder at the puerile and effeminate fright that has suddenly taken possession of the Massachusetts college professor and portions of its population, and one cannot help comparing it with the lofty patriotism and noble courage which inspired the heroes who fought so valiantly at Bunker Hill and at Concord and who died on the battlefields of our civil war.

It is not in keeping with their character to show the craven spirit in times of war, and it behooves them to repudiate the language of men like Prof. Norton as soon as possible. There is not an incident recorded in the history of this great Nation at which any boy need be ashamed; to the contrary, our history affords the youth of all lands the brightest and most sublime examples of heroic sacrifices and noble courage ever exhibited in the annals of the world. In striking contrast to the speech of this Harvard professor, we view with pleasure the stalwart loyalty and manly spirit dominating the professors and students at Yale, Columbia, Princeton, and all the other great colleges of this country. We have yet to hear one note of discord from one of them regarding the war; while some of them may differ as to its methods and its causes, each and every one of them agree concerning their duties as American citizens and patriots in the face of a foreign foe. The distinction is left to Harvard College alone to harbor within its fold a professor who persistently belittles his countrymen and discredits the land of his birth.

SAMUEL E. SHIPP.

Newburg, N. Y., May 26, 1898.

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TRUE PATRIOTISM.

To the Editor of The New York Times:

Old Dr. Johnson declared that "patriotism is the last refuge of the scoundrel." Doubtless, there is a good deal of gush and not a little hypocrisy just now in the matter of patriotic display. Patriotism is more than the flag. A kiss may mean crucifixion. Gorgeously phylactered Pharisees, sedate and sanctimonious, were inwardly robbers, ravening wolves, foes to the State. Liberty was written all over the French Revolution. The loudest hurrah at a patriotic festival comes from the spy.

The American wastes no confidence on mere form, ceremony, show. The patriotism which built, sustained, and now sustains his country is sincere and genuine because made of sterner stuff. It is the patriotism of the citizen who supports and jealously promotes the public schools; of the teacher who instills into the minds of his gathered pupils the principles which have the future keeping of the Republic, of the mother who imparts to her children her own refined life, of the father who awakens and preserves in his boy the faith and spirit which founded, and thus far has perpetuated, our National greatness and glory; of the man, the woman, any and every where, who lives to a purpose, loving duty and making another better and more free. These are the patriots of this country—God's patriots, by whom alone the mission of America can be accomplished and to whom only can be safely confided its character and destiny.

Their patriotism is the strength and safety of the Nation because it is rooted in morals and education—the basis of character in the individual and the State. Whatever, therefore, builds into nobler form and utility the thought, habits, virtues, and institutions of the people and of the land is of patriotism. Whatever depraves the morals and neglects educational culture of the individual opposes the work and progress of the public schools, perverts National privileges from noble purpose to selfish aggrandizement—in short, whatever weakens the mental, moral, and material resources of the State is not of patriotism. Such are inimical forces, inseparable from National life. They grow and prosper under the American flag, which they freely wave, but neither their prosperity nor patriotic display signifies. I would tear the flag from the saloon, one of the most unpatriotic institutions in the land. Liberty was neither born nor can it survive in any den of vice and infamy, or amid ignorance, superstition, and Pharisaism. The American cannot forget where it was born, nor can he be deceived by any display of banners as to who are its friends.

J. S. K.

New York, May 27, 1898.

TRIANGULAR RACE JUNE 22.

Cornell Accepts the Date Agreed Upon by Yale and Harvard.

ITHACA, May 29.—As a result of the request received from Yale and Harvard last night asking Cornell to row the triangular boat race at New London on June 22 instead of the 23d or 24th, Cornell's Captain conferred with Prof. Benjamin Ide Wheeler early this morning and it was agreed by the Cornell Navy to grant the request. An answer to this effect was wired to Capt. Whitney and Capt. Perkins of the Yale and Harvard crews, respectively. In speaking of the new arrangement Prof. Wheeler said:

"Cornell is entirely satisfied with the change of the date and, in fact, considers it better than either of the first dates for our crew. It will allow us more time between the two races, which we have desired so much all along. We were quite willing to make any change which would bring the race off earlier, but could not possibly have rowed later than June 24. We hope that Harvard has not been forced to sacrifice her interests, and we are much pleased to learn that she has been able to arrange a date which will not conflict with the interests of the university."

The date of the freshman race has not yet been agreed upon. It probably will precede the 'Varsity race, however, and it may be held June 21 or on the morning of the 22d.

CARRIER PIGEON LOST ITS WAY.

Went from Trenton to Philadelphia, Instead of Returning to This City.

The following postal card was received at THE NEW YORK TIMES office yesterday:

4,216 Pechin St., Phila., Pa., (Roxborough.)

Dear Sir: A pigeon came to us a week ago Friday last, alighting in our back yard. It was fed by members of the family and keeps about every day looking for its corn. They said it seemed very tired, and this afternoon, suspecting it might be a carrier pigeon, I looked at it closely, and saw a brass band on its leg. We caught it without much trouble and found these marks on it: The Gerlach, NEW YORK TIMES." This was printed on the underside of each wing. On the brass band around the leg is "A 575."

This may be of interest to you; if so let us know The bird will not likely leave us.

Respectfully,
(Rev.) WM. J. SKILLMAN.

May 28, 1898.

Upon investigation the bird referred to was found to belong to the Gerlach Carrier Pigeon Cote, 57 West Twenty-seventh Street, this city.

A large number of pigeons are in training at this cote for Government war service. They are all named after the various New York newspapers or public men. Charles A. Gerlach, the manager of the cote, has for some time been engaged in dispatching the birds, first on short and gradually on long distance journeys.

On May 12 he sent the pigeon found by the Rev. M. Skillman, to Trenton, where it was liberated. It was expected that it would at once return to New York, but the bird, Mr. Gerlach says, either became confused in Trenton, or while speeding homeward was chased by a hawk and lost its bearings.

Health Exposition's Closing Days.

The Health Show at the Grand Central Palace will close to-morrow night at 11 o'clock after a successful exhibition, during which it has been visited by nurses from every part of the United States and Canada, and has had the co-operation of hospitals and nurses of Great Britain. The medical profession has been well represented, and these, together with other sanitary experts, have pronounced upon the completeness and volume of the exhibit as an educator. It is understood that the exposition will be repeated next year with many new features.

The Electrical Show.

The Electrical Show at Madison Square Garden will be of unusual interest to-night, as Thomas A. Edison, with a party of friends, is expected to be present. Mr. Edison will be photographed by a new illuminating process, of which the pictures taken will be the first experiment. There will also be present a delegation from Philadelphia. The exhibition will close Saturday night.

The New York Times.

"All the News That's Fit to Print."

PUBLISHED EVERY DAY IN THE YEAR.

NEW YORK, MONDAY, MAY 30, 1898.

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ACADEMY OF MUSIC—Shenandoah—8:15. Matinée—2:00.
AMERICAN—Black Hussar—8:15. Matinée—2:00.
CASINO—Erminie—8:15.
COLUMBUS—The Banker's Daughter—8:15. Matinée.
DALY'S—The Circus Girl—8:15.
EDEN MUSEE—Waxworks—Concerts—Cinematograph—Day and Evening.
FIFTH AVENUE—Love Finds the Way—A Bit of Old Chelsea—8:15.
GARRICK—The Little Minister—8:20.
GRAND OPERA HOUSE—The White Squadron—8:15. Matinée—2:00.
HARLEM OPERA HOUSE—Amorita—8:20. Matinée.
HERALD SQUARE—A Celebrated Case—8:15. Matinée.
KEITH'S UNION SQUARE—Vaudeville—12 M. to 11 P. M.
KNICKERBOCKER—The Bride-Elect—8:15. Matinée.
KOSTER & BIAL'S—Refined Vaudeville—Spectacular Ballet—oncert—7:30. Matinée.
LYCEUM—The Moth and the Flame—8:30.
MADISON SQUARE GARDEN—Electrical Show—2:00 to 11 P. M.
MANHATTAN—'Way Down East—8:30. Matinée.
MANHATTAN BEACH—Spectacular Fireworks Display—8:15.
METROPOLITAN OPERA HOUSE—The Trooping of the Colors—8:15. Matinée—2:00.
OLYMPIA MUSIC HALL—Vaudeville—8:15.
POLO GROUNDS—Baseball—10:30 A. M. and 4:00 P. M.
SAM T. JACK'S—Burlesque—2:00 and 8:00.
WALLACK'S—Lambs' Gambol—8:15.

See Amusement Advertisements—Page 10.

TEN PAGES
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Financial Review and Quotation Supplement.

Readers of The New York Times who may at any time be unable to procure copies of this paper at any news stand, ferryhouse, railroad station, or on any railroad train where newspapers are sold will confer a favor upon the management by sending to this office information of that fact.

THE FUTURE OF THE PHILIPPINES.

Shortly after the full extent of Admiral Dewey's operations at Manila became known a letter was sent from The New York Times to each of a number of prominent men, opening to them its columns for the discussion of the question whether the United States ought to retain possession of the Philippine Islands as a permanent part of its territory. The general considerations for and against this policy were outlined, and a free expression of opinion was invited, with a view to informing the public judgment. To this letter numerous replies have been received, only three of which, however, expressed a definite opinion. These were from the Governors of West Virginia, Alabama, and Connecticut, and will be found in another column, in connection with Prof. Woolsey's admirably full and candid special article on the same subject. It will be noticed that the judgment of the Governors, like that of the eminent Professor of International Law, is not favorable to permanent possession.

Some of the letters received are characteristic of their authors, whose names, did we feel at liberty to mention them, would command instant attention. One gentleman whose opinions in National and international policy have had weight surpassed by none, and equaled, if at all, by those of only one other American, says with great directness: "I must be excused from entering upon a discussion of our permanent occupation of the Philippine Islands, especially in view of the fact that I am not aware that we are yet in possession of that territory." Another who has had very wide experience in public life and has impressed his influence on the counsels of the Nation remarks: "The subject is complicated with a great many other interests; some coincident and friendly, and others adverse. And so it is plain to me that it will be the reverse of valuable to the United States to undertake, in the present condition of things, to say anything other than to counsel non-action and non-discussion and await eventualities." One correspondent, a Professor of History, writes: "My judgment is till now in a very nice balance between several views in regard to this matter; and I am in no hurry to make up my mind, because I cannot yet know all the elements that have to be reckoned with in making a decision. I think it rather too soon to make anything more than a preliminary and provisional view of the question, and, for reasons of political prudence, too soon to discuss it publicly at all."

The tone of caution shown in the passages cited prevails throughout the letters. In some cases it is naively expressed, as in that of the Governor of one of the Western States, who remarks: "The matter is one clothed with much difficulty, and since I am not obliged to declare myself upon it I respectfully beg leave to be excused from its consideration or at least from its discussion in a public print." Here are "reasons of political prudence" somewhat more immediate and personal, we imagine, than those referred to by the Professor of History.

The net result of our experiment is very much what we expected. There is very little clear opinion on the subject even in the minds of those who do not wait on a public decision before expressing themselves. What opinion there is, while not definitively adverse, is in the direction of great reserve. This is natural and proper. Nevertheless, events move, and sometimes rapidly. Occasionally

"Time makes ancient good uncouth"

in a surprisingly swift fashion. The wisest men decline to express a final judgment on the question of the Philippines because they do not know what facts may be hidden in the near future.

THE HAWAIIAN HIGHWAYMAN.

Senator Lodge is trying to "hold up" the revenue bill in order to get the Hawaiian job through. He asks the Senate to hitch the latter, which, on its merits is hopeless, to the former, which is imperatively necessary. If he succeeds, he will, with the cool impudence of one of his friends in the New York press, accuse any one who opposes the monstrous combination of trying to strangle the Government when it is engaged in war, and of giving "aid and comfort to the enemy."

Mr. Lodge has made a bad blunder. He compels the public to believe him guilty either of great rashness or of atrocious mischief. He cannot afford such a choice, for he is known to be a very cool-headed, calculating, deliberate person, who knows what he is about. The course of events in the last few weeks had tended to improve his reputation. He had been a zealous advocate of a strong navy, and we have found that we needed one. He had urged the reform and development of our military service, and it has been shown that the service was insufficient and faulty. He had been a champion of intervention in Cuba, and we have been compelled to intervene. He having been proved to be right in these phases of his "jingoism," the public were ready to forget his absurd anglophobia and his worse than absurd connection with the Hawaiian job. He had, by a sort of accident, the curious opportunity to start anew, with the full benefit of the advantages he had won and with his worst errors thrown into the background. He rejects the opportunity and forces the public to forget his good work and fix attention on the worst of his bad work.

For the Hawaiian job is unqualifiedly bad. It was conceived in iniquity, and every step in its progress has been marked by intrigue and chicane and deceit. If it were the best scheme in the world, it has no connection with the revenue bill, and ought not to be tacked to it. If, moreover, there is any use to which the islands can be put, we are free to put them to that use without annexation. They are as safe from occupation by any other power as they would be if they were ours. There is not a single reason for annexing them now that did not exist a year ago; there was no good reason then; there is none now. We do not expect to see Mr. Lodge's trick succeed. We doubt if it can prevail in the Senate. We are confident that it would in any case fail in the House. But it is a device of desperation, and should be fought at every step.

AN APPEAL TO MR. ALGER.

It is within the knowledge of everybody who has knowledge of the condition of the various camps to which the volunteers have been assigned that the incompetency of the administrative departments of the army at those camps is great and intolerable. No newspaper correspondent who desires to stay in camp can tell the whole truth about this incompetency. The truth only leaks out through inconspicuous and private channels. The army, if it may be called so, is "heinously ill-provided."

The notion of providing an army of invasion by such methods as have prevailed at the camps of instruction is preposterous. If an attempt is made to do so, the result will be an explosion that will greatly astonish the public and the President.

Now, all this incompetency is the incompetency of the Secretary of War. The American intelligence appears at its very best in the prompt solution of such problems as the War Department has broken down under. The history of the Quartermaster's and Commissary Departments in the civil war is one of the brightest pages in the history of that war. Simon Cameron was not specially fit for his business, but he had the sense to choose for one of his assistants a promising "railroad man" in the person of Thomas A. Scott. With the assistance of such a civilian and of such soldiers as Gen. Rucker, Gen. Meigs, and Gen. Ingalls, the system of equipment and supply attained a remarkable perfection. A like result would follow now if either a capable officer, or a capable business man who did not trouble himself about politics, were put in charge of the War Department. It will never follow so long as a politician of the calibre of Gen. Alger keeps the place.

It is singular that Gen. Alger does not himself see this. If he should voluntarily withdraw from a place for which he never would have been chosen if its requirements had been foreseen, he would relieve a kind-hearted President of a great embarrassment. This is a serious war, and will be more serious if Gen. Alger is allowed to have the direction of the War Department. It can be borne with in time of peace that a Secretary of War should be a mere politician with "claims." It might even be borne with that he should be a man capable of talking such twaddle as we reproduced yesterday from Gen. Alger's speech at Buffalo last August. But in time of war it is dangerous folly, which is crime, to keep such a man in such a place. Gen. Alger has good excuses for getting out. His health is said to be poor. He has no excuse for staying. His son is already "on the list." Any ground that he may choose to assign for going out will be satisfactory to the army and the country. The main point is that he should not stand upon the order of his going. It is fair to estimate that his remaining in the War Department costs the country $100,000 a day in general inefficiency. If he should voluntarily retire, all might be forgotten and forgiven. But he must go.

A WISE DEMOCRAT.

Senator Gorman is a Democrat who can see more than an inch beyond the tip of his nose. In that respect he has the advantage of most other Democrats now in Congress, and in particular he has the advantage of that singular statesman, Mr. Joseph W. Bailey of Texas, commonly called the Democratic leader in the House of Representatives.

At a time when most of his Democratic associates, with the blindness of the mole and the obstinacy of the mule, are obstructing the Government and using its needs in time of war to serve their party ends, Mr. Gorman puts country above party and opposes the detestable Populist schemes to which the Democracy has been committed by false leaders.

Mr. Gorman opposes an issue of greenbacks, he opposes the coining of the seigniorage, he is opposed to withholding funds for carrying on the war in order to force a recognition of free silver. All these are party questions which should be fought out in time of peace. It is disgraceful and unpatriotic, it is levying political blackmail, to extort a concession of principle by threats of withholding the money that keeps our armies in the field and our ships upon the sea.

It may be said that this is merely the policy of common sense and decent love of country, that it calls for no exhibition of lofty statesmanship. Yet Senator Gorman's behavior is fairly illustrious in comparison with that of the majority of the Democrats in the Senate. We forgive him his advocacy of the unconstitutional income tax, even, in grateful recognition of his good service in fighting against the other and graver errors that have been fatal to his party. He sees now, as his course in the Maryland campaign last year showed that he saw then, that the Democratic Party must cut loose from Populism and dishonest money or it is dead.

Meanwhile the old Bourbon leaders of the party in the South and West, forgetting nothing, learning nothing, are pawing over the dust of dead issues and trying to make a living figure out of disjointed and moldering skeletons.

GETTING TOGETHER.

The Manhattan Company and the Rapid Transit Commissioners appear to be getting along scufflingly and with a free and healthy interchange of sarcastic testimonies of mutual want of confidence to a desirable and longed-for result.

We do not think that there can be any doubt that the Manhattan Company needs and intends to construct the additional lines and structures for which franchises have been offered by the commission. The passenger traffic of the city has grown enormously during the past decade, but the Manhattan Company has not enjoyed its share of the increase. It must do something to meet the competition of its rivals. No step it could take would be so likely to attract passengers as an increase in its facilities and new provisions for the comfort and convenience of its patrons.

On the other hand, nobody can doubt the good faith of the Rapid Transit Commission in the offers it makes to the company. It sees the necessity of extending the existing roads. It knows that the acceptance and exercise of these franchises would greatly accommodate the public without endangering the underground road project, which it is specially charged to execute. In the public interest the Commissioners, as public-spirited men, are sincerely desirous to come to an understanding with Mr. Gould's company.

With this spirit on both sides, with some concessions already made, and the discussion of details begun, there is good reason to expect a satisfactory and not distant agreement upon terms.

SPAIN DID IT.

They say there are but two thousand insurgents left out of all those that Gomes and Garcia have led; that in all Cuba barely a million persons remain. And these sad statistics are put forward to prove that it wasn't worth while for us to interfere!

What has so depleted the ranks of the insurgents? Who has killed off eight hundred thousand men, women, and children in Cuba? Why is it that this wonderfully fertile and productive island has not eight or ten millions of prosperous people?

Spain. That one word answers all questions about Cuba. It is the synonym of murder and desolation. The gaunt and weary few who still carry on the struggle for freedom are the remains of an army that 200,000 Spanish troops could not conquer. Their ranks have been thinned by the bullet and by capture—which always meant the bullet—by disease, starvation, and weakness. The cruel determination of the Madrid Government that if it could not conquer the Cuban people it would kill them by inches explains why there are so few insurgents left of the 50,000 or 60,000 that were at one time in the field. It is the policy of the Madrid Government and the savagery of Weyler, the scourge they sent to Cuba, that have destroyed nearly half the people of the island.

The appalling success of this Spanish policy of murder and laying waste makes our interference more urgent and imperative. If a brute has slain three of his six children before his work is discovered does the law hold back because it isn't worth while to interfere for so few?

The mustard seed view of this war still prevails with certain minds. They weigh the events of yesterday and scan the motives of to-morrow with their little eyes too near the ground to perceive that the germs of our action sprouted centuries ago, and that its blossom and fruit are destined to gladden future ages. Historic evolution did not end with the displacement of the red Indians in America. It is briskly going on to-day in China and in Africa. We are a chosen and powerful instrument to carry it on in Cuba. It is the survival of the fittest. The atrophied and useless member disappears, the living member, whose activity serves the bodily economy, develops by using. The weak and worthless are overcome in the struggle for existence. There may be a little Calvinism mixed with the heresy of evolution in this case. We do not know about that. But certainly for her old sins Spain appears to have lost communion, to have come under the wrath and curse, and to have been made liable to all miseries in this life, to death itself, and if not to the pains of hell forever, that remission of penalty must have been granted as an act of free grace.

THE CHARITIES CONFERENCE.

Thirty-four States of the American Union as well as Canada and Mexico were represented in the conference on charities and corrections which met in New York last week, and something over a thousand delegates were present. When we consider the nature of their work, which so far from being in any way profitable, demands more or less sacrifice from those engaged in it, this is a very remarkable showing.

It is needless to say that the discussions were, on the whole, practical and useful. Such a number of persons do not gather from all parts of the continent at considerable expense of time and trouble and money merely to expound and defend theories that have not been and cannot be tested by actual experience.

The subjects studied by the conference were quite varied and all of permanent interest. Charity organization, official charity methods, the treatment of the insane, immigration, the prevention of weakmindedness, were among them. Perhaps the most marked tendency of opinion manifested was in the direction of centralization, especially of increased control by the State as distinct from the city and county. Not only the greater economy thus made possible, but greater distinctness of responsibility was generally accepted as likely to follow this change. On the other hand, with reference to the care of the poor, especially poor children, there was a decided tendency away from the multiplication or extension of institutions and in favor of aid at home for families and adults and of placing destitute children in families. And much attention was paid to the unconscionable evils caused by the influence of partisan politics in public charities.

The conference is regarded by those who took part in it as decidedly the most profitable and encouraging of the series.

TOPICS OF THE TIMES.

—The weather is usually a satisfying topic for conversation when all other ideas fail. Men and women who are hopelessly uncertain of meeting on any common ground can sustain the life of talk for at least fifteen minutes on the atmosphere, the heat, the humidity, or the rain. But the month of May, 1898, will long be remembered as the month in which the wetness of the weather paradoxically caused conversation on the subject to run dry. It has rained so persistently that even the stock quotation from the song of one of Shakespeare's fools, "The rain it raineth every day," has ceased to raise a smile. Men meet one another in these soaking times and mutter curses. Women look at one another despairingly and say, "Did you ever see such weather? Everything I own is simply ruined." Everything she owns, of course, means those extremely worldly goods which she puts upon her pretty figure. In order to get fine weather in these days one should read novels. But avoid Scotch tales. It always rains in Scotch stories. The rain is a very important part of the local color. In fact in a Scotch novel this is chiefly water color. But the cold truth is that in order to be faithful to the facts in the case the great American novelist of the future will have to depict his lovers as going a-Maying in rubber boots and mackintoshes. Or perhaps he can most easily throw in the local color by printing a brief summary of the weather at the top corner of the page as the daily papers do—"Showers; winds shifting from easterly to northeasterly." He will have the satisfaction of knowing that his weather probabilities will always be correct. To conclude, it is altogether likely that the only people who really enjoy such a long season of rainy weather are the golf players. It is noticeable that they have pursued their sport with unflagging zeal through it all. They will soon begin to speak the Scotch dialect.

—The college baseball season is drawing toward its close, and it will presently be decided who is to hold the proud title of champion. As usual the colleges will decide this by a series of games confined to the teams of two or three institutions. Yale, Harvard, and Princeton compose a league, and one of them will, of course, be proclaimed champion. It is quite impossible at this time to predict which one it will be. At the beginning of the season it looked as if Yale were certain of the championship, but since that time Princeton has done such good work and made such steady progress that her adherents hope she will retain the championship won in 1896 and held in 1897. Her team was defeated by Lafayette's strong nine, but as that same nine has not played against Yale and Harvard it is not possible to gather any inferences. Princeton, on the other hand, has beaten Harvard without any apparent difficulty, and has also defeated the strong team of Brown University, which has beaten Yale. It seems likely, therefore, that the present champions are by no means so sure of losing their honorable title as the friends of Yale thought then to be earlier in the season. But the playing of college ball nines is notoriously uncertain, and so no one will know who is champion till the series has come to an end.

—Every one knows that this is a troublesome world to live in. Every one knows that the solution of the problems of life is difficult, and most of us turn eagerly to any one who seems able to give good advice or even a pregnant hint. Now, this world is full of people who think that Heaven has cut them out for just this business. They devote their lives to telling other people how to make theirs successful and happy. Thousands of us eagerly buy their books or rush to hear their lectures—they are most frequently lecturers—and we are rewarded by some such ineffable rubbish as this, taken from a recent discourse: "I would ask you, first, to eliminate fear, which we call worry—fear of poverty, of sickness, of failure. Live in harmony with the simple laws of life, and there is no room for fear. * * * Give ten minutes of intent thought every morning or night to the attainment of success." Now, is not that easy? All you have to do is to stop worrying about the poverty which you know you have in your pocket and the pain which even Christian Science cannot make you believe does not exist in your back, and your life will be one continual round of pleasure. Then every morning after breakfast sit down with your face to the wall and plan how you will get rich or become famous. After that all you have got to do is to go out and do it. It is so easy it makes you mad not to have thought of it yourself, doesn't it? Well, no, it doesn't. It makes you mad to think you wasted fifteen minutes of the only life God gave you in listening to such driveling idiocy. All these advisers can tell us to go and do the things we would do if we only knew how. But they never tell us how.

PERSONAL.

—George W. Cable, the novelist, is enjoying life in London. He speaks English very well, indeed without the slightest trace of accent, is perfectly white in color, and has the manners of an educated gentleman. A great many persons will be surprised at the publication of this news not because it is new, but because it is published. They will wonder why it is necessary to make such statements in regard to an American novelist. Well, it is not necessary on this side of the Atlantic. But it seems to have been so on the other. In short, many of our good brethren in England seem to have supposed that, as most of the men who write Scotch novels are Scotchmen, those who write creole novels must be creoles; and they furthermore seem to think that a creole is a sort of half-breed negro who speaks with a French accent. But in these days of affectionate interest in us and our doings our good friends across the water are likely to learn a good deal about us. We are, as a people, fearfully and wonderfully made, but not quite so fearfully and wonderfully as that.

—The death of Edward Dickinson, who served twelve years as assistant librarian of Amherst College, has caused a correspondent of The Critic to note that his family has filled a large place in the history of the college. This correspondent says: "Samuel Fowler Dickinson, the great-grandfather of Edward, was more active and influential in the founding of the college than any other man, with possibly one exception. His son Edward was Treasurer of the college from 1835 to 1873, when he was succeeded by his son, William Austin, who held the position till his death, in 1895. The latter was a man of unusual aesthetic qualities, to whom the town and college owed most of the impulse to the artistic treatment of grounds and surroundings, which is so marked a feature of the place at present. His daughter, Martha Gilbert Dickinson, is already attracting attention by the rare quality of her verses, which find a place in the leading magazines. (See 'To Cleopatra's Mummy,' in the March Atlantic.)"

NUGGETS.

A Dramatic Difficulty.

"So your realistic drama has been taken off the road?"

"Yes. It was so difficult to get real wheat flour to make the real bread with."—Cincinnati Enquirer.

No Option.

Barber (pausing in the mutilation)—Will you have a close shave, Sir?

Victim (with a gasp)—If I get out of this chair alive I shall certainly consider it a very close shave.—Baltimore Jewish Comment.

Our Own Rainy Season.

Yeast—This fight with Spain will be fought on the water.

Crimsonbeak—Well, our soldiers in the camps ought to know something about that kind of fighting by this time.—Yonkers Statesman.

Society as He Found It.

Mrs. Intrade—Where is your father?

Adult Son—He is at the store, editing his edition of "Society as I Have Found It."

Mrs. Intrade—What? A book?

Son—Yes; a ledger, full of unpaid and uncollectible bills.—New York Weekly.

JOINED THE BLUES.

Gen. "Joe" Wheeler, the famous Confederate cavalry leader, took the oath to-day as Major General, United States Army, for the Cuban campaign. He is the first Confederate officer to have taken the oath of service in the army of the United States.—Washington telegram.

Says Stonewall Jackson to "Little Phil":
"Phil, have you heard the news?
Why, our 'Joe' Wheeler—'Fighting Joe'—
has gone and joined the Blues!

"Ay, no mistake—I saw him come—I heard
the oath he took—
And you'll find it duly entered up in yon
great Record Book.

"Yes, Phil, it is a change since then, (we
give the Lord due thanks,)
When 'Joe' came swooping like a hawk
upon your Sherman's flanks!

"Why, 'Phil,' you knew the trick yourself—but 'Joe' had all the points—
And we've yet to hear his horses died of
stiff or rusty joints!

"But what of that?—the deed I saw to-day
in yonder town
Leads all we did and all 'Joe' did in troopings up and down;

"For, 'Phil,' that oath shall be the heal of
many a bleeding wound,
And many a Southland song shall yet to
that same oath be tuned!

"The oath 'Joe' swore has done the work
of thrice a score of years—
Ay, more than oath—he swore away mistrust and hate and tears!"

"Yes, yes," says "Phil" "he was, indeed,
a right good worthy foe,
And well he knew, in those fierce days, to
give us blow for blow!

"When 'Joe' came round to pay a call—the
Commissaries said—
Full many a swearing, grumbling 'Yank'
went supperless to bed;

"He seemed to have a pesky knack—so
Sherman used to say—
Of calling, when he should by rights be
ninety miles away!

"Come, Stonewall, put your hand in mine—
'Joe's' sworn old Samuel's oath—
We're never North or South again—he
kissed the Book for both!"

—JOHN JEROME ROONEY.

THE FUTURE OF THE PHILIPPINES.

By THEODORE S. WOOLSEY,

PROFESSOR OF INTERNATIONAL LAW, YALE UNIVERSITY.

One of the marked characteristics of the American people is its cheerful optimism. Too keen to hide from itself its blunders, it is nevertheless too hopeful to dwell long in their harmfulness, and, it must be confessed, too impatient to be guided always by the lessons of experience. This is a sign of youth and of strength. It betokens a nation accustomed to command success.

There is an example of this optimism at the present time. We command the harbor of Manila, but have not occupied the Philippines. This is a serious and a separate task. We have sailed into the port of San Juan in Puerto Rico, have knocked down a portion of the fortifications, and have sailed out again. What the sequence of these two actions will be we cannot know. But we guess it, and begin to discuss the future of both islands as if we held them in the hollow of our hands. Truly Columbia is the milkmaid of the fable.

In accordance with this National characteristic, and disregarding the fate of the milkmaid and her fairing, let us consider what the policy of the United States should be, if the close of the war with Spain finds the Philippines in their possession.

There are three—yes, four—interests to be kept in sight. These appertain to the former sovereign, to the inhabitants themselves, to the other trading powers whose commercial and political balance may be affected, and to the United States.

(1) The rights of Spain:

Military occupation does not wipe out the sovereignty of an invaded territory. That sovereignty may be incapable of assertion, yet it survives—in suspense, as it were—until either revived or removed by a treaty of peace. Spain will thus retain rights, even in case of complete conquest, which must be eventually weighed and adjusted. What line this will take must depend upon the influence of other powers, upon our own sense of expediency, and upon the fortune of war in other directions.

(2) The rights of the Philippine islanders:

It would be unwarranted to say that no cession of these islands would be legitimate unless ratified by the wishes of their inhabitants. In a highly civilized community this is the modern tendency, though even then yielding to political exigencies, as in Alsace-Lorraine. But it is a practical question whether the Philippines could be anything but a burden to this country if their transfer proved to be against the will of their millions of inhabitants, many already in revolt, and who are absolutely foreign to our blood, our usages, our laws, our ideals.

(3) The interests of other powers:

Here the vital question is how far the United States, by possession of the Philippines, would place itself within the European vortex, to be buffeted and cajoled, thwarted and urged on, forced out from its safe and comfortable isolation into the treacherous sea of enmities and alliances. When Japan made peace with China at Simonoseki she received a slice of the mainland. Russia, France, and Germany combined to prevent this cession, and Japan had to content herself with an indemnity and Formosa. When we begin to trench upon the trading preserves of the great military powers, shall we be similarly treated? Would we submit to such treatment?

(4) The rights and true interests of the United States:

The right of conquest is something. The consciousness of bringing a better Government is something. The prospect of a favorable vantage ground for the extension of our Oriental trade is a temptation. But the problem is terribly complex. Here are some of the considerations to be kept in mind while we are trying to solve it:

We are waging a war which we believe to be just. It is in defense of humanity and of our sorely tried National interests. Its object is the pacification of Cuba. The entire civilized world save Great Britain believes that it is a war of selfish aggression. We declare that our motives are pure, and enact in the most formal way a self-denying ordinance to assure the world that we shall not retain Cuba. If, under these circumstances we do seize and propose to retain not Cuba at once perhaps, but Puerto Rico and the Philippines, one or both, with what face can we maintain our altruistic professions? In appearance and in fact we should be hypocrites.

But can we part with our prospective conquests? Too weak to stand alone as they are, we could not add them to the number of bastard republics. Nor could we give them or sell them to this power and to that, lest all the slighted powers should resent it, and demand an equivalent. The most-favored-nation clause and the balance-of-power principle seem to run singularly close together. Yet to hand them back to Spain, no matter on what condition, would be a deliberate surrender of their peoples to the grinding tyranny from which at great cost we have rescued their Cuban brothers. Are we not, then, by process of exclusion, forced to accept as our own what the fortune of war may give us, even if it be a white elephant? Possibly. There must be a balancing of considerations. Unless we do retain our conquests, however, the line of least resistance would seem to lead to Spanish ownership again.

What are the objections to the retention by the United States of the Philippines as a future part of its territory? Are they practical and sound, or are they chiefly ethical, like the one already given?

One relates to the form of government which could be applied to them. Our conquests hitherto, as well as our purchases, New Mexico and California, as well as Louisiana and Alaska, have brought us territory barely inhabited at all. But here are thickly populated islands, whose people are so mixed in race, so uncertain in quality of civilization, so destitute to all appearance in self-governing capacity, as to make it doubtful whether they could ever be brought into our Union as an integral part. For the present, at least, they must be governed with a strong hand. This might mean indefinite martial law; it might mean government by a commission or a Governor appointed by the President, relying upon a military force for support. Either method might succeed temporarily, though either method is liable to abuse. But neither offers a permanent solution. The satrap system is too repugnant to our political ideas. Nor can we confide in the selection of officials to man such a system until our civil service is better developed.

Another objection is to be found in the military burden involved. Some effort is necessary to picture to ourselves the change of military and naval establishment which would be necessary if the United States became a colonial power. This sort of ambition grows by what it feeds upon. Puerto Rico, Hawaii, the Philippines, would only whet, not satisfy, the taste. We should require a foothold in China to compete in trade facilities with other powers. We should insist upon the exclusive control of a Central American interoceanic canal. Indeed, many urge this at present, looking at the question from the theoretical and strategical, not the practical point of view. We should need Cuba as the key to the eastern approach to this canal. We should need coaling stations and dry docks—in other words, fortified and garrisoned ports—at convenient points in the Pacific and South Atlantic. All this means more territory to defend, more soldiers to defend with, more ships to keep up the connection. Not only more, but very many more. How gladly Britain would limit her responsibilities if she could! But it would be construed as a sign of weakness, and she fears the consequences. She cannot let go. We are more fortunate because we have not taken hold. We are a rich and prosperous people. This is largely owing to two causes, (aside from race and form of government,) cheap land and freedom from militarism. Just as the cheap Government land is becoming a thing of the past, and men are wondering whether they can grow wheat at a profit and fertilize also, we are asked to assume the military burden.

One other objection to a National policy which must involve large expenditures, closer political relations with other powers, and trade rivalries reaching to the ends of the earth relates to its effect upon domestic problems. We have several questions upon which National parties divide, a stable currency, a compromise tariff, and reform in various departments of National, State, and municipal politics. These must be settled soon and wisely, as many believe, if this Republic is to successfully endure. But how can they be properly settled or advantageously considered if burning questions of foreign policy are complicated with them? Take, for instance, the one hundred and fifty or two hundred millions of additional income which this policy of colonial expansion would require, or the much larger sum needed in case of actual war. (For war would be more likely than at present, just as a man is more likely to injure another if he has a weapon than if he has none.) To raise such revenue involves a dozen considerations like these: a National debt, issuing paper money, abolition of pension payments, lowering tariffs to make them more productive, an income tax, heavier internal taxation.

Is it not true that currency reform and sound tariff legislation would be very much interfered with, if not altogether prevented, by the financial necessities of a colonial policy? While the financial advantages of it, through extension of trade and finding new markets, can add but indirectly and insignificantly to the National income, for the colonial requirements must first be met. Otherwise our administration would be no better than Spain's. The fact is that the advocates of a colonial policy are carried away by the success of Great Britain in this direction as Germany has been, forgetting that English development has been the result of geographical isolation and centuries of effort.

Without wasting rhetoric, these are matters to be seriously weighed before we decide to keep the Philippines—if we shall find ourselves their masters. And for one I am inclined to think that if, before the war is fought to a final issue, whether through mediation or Spanish initiative, peace should be restored on the basis of Cuban independence and a restoration of Manila, it would be a happy escape from a most perplexing situation.

THEODORE S. WOOLSEY.
Yale University, May 27, 1898.

VIEWS OF GOV. ATKINSON.

To the Editor of The New York Times:

You ask my views as to the policy of the Government retaining possession of the Philippine Islands as a part of our national territory.

I am clearly of the opinion that it would be a mistake to annex any territory that might result from our war with Spain. It is very evident that we are going to overcome Spain in the present contest. We have already possession of the Philippines, and I do not believe they can be wrested from us. Cuba and Puerto Rico will ultimately be captured by our Government. They then become our property. But, as I have said above, it would be a mistake for our Government to retain them as provinces. The principal reason, in my judgment, for our great success as a Nation lies in the fact that we have refused to engage in any undertaking looking toward the acquisition of territory remote from our borders. We have devoted our attention for more than 100 years to developing our own territory, and the result has been the most marvelous growth of a nation known to history. We have sought to employ our own people at home, thus developing their genius and their skill, diversifying our industries and keeping our money at home. We have been at peace with all other nations, mainly because we have allowed them to pursue the course of acquiring foreign territory without competition with us. If we should undertake to hold the possessions captured from Spain, as a part of our national domain, our original policy, which we have pursued for over 100 years, will be entirely changed, our standing army will have to be largely increased, and we will be constantly engaged in broils with other nations. I trust that our Government will not engage in that sort of business. If the territory wrested from Spain, as a result of the present war (and I have no doubt as to result) shall be converted into independent republics that, of necessity, will hereafter be friendly to us, we will be abundantly paid for the blood and treasure necessary to free them from oligarchy and enable them to control themselves as independent nations.

As a matter of course we should be paid a proper compensation for these islands by other Governments who need them worse than we do and who want them.

G. W. ATKINSON,
Governor of West Virginia.
State of West Virginia, Executive Chamber, Charleston, May 21, 1898.

Views of Alabama's Governor.

To the Editor of The New York Times:

I have your circular letter of the 19th inst. requesting an article from me on the subject of the Philippine Islands and their retention by the United States. I am just now very fully engaged in looking after pressing State matters, otherwise I would be glad to oblige you.

Briefly speaking, it seems to me that the first problem is whether we shall ever acquire the islands. Like cooking the hare, it is well first to catch it. I am not much inclined to depart from the traditional policy of our country. That step would lead to many complications, so many that I look upon it with apprehension. I, however, think that we must find wider markets for our products, but I doubt whether this would be the wisest step in that direction.

JOSEPH F. JOHNSTON.
State of Alabama, Governor's Office, May 21, 1898.

Gov. Cooke's Opinion.

To the Editor of The New York Times:

This question at the present stage of the war cannot, in my judgment, be discussed intelligently. So many contingencies are likely to arise affecting our interests in the retention of the Philippine Islands, and other conquests which we may make from Spain, it seems to me premature to attempt at this time to decide what we shall do with our possible conquests. Let the war proceed, and at its conclusion we can determine how much new territory we have on hand and what to do with it.

LORRIN A. COOKE, Governor.
State of Connecticut, Executive Department, Hartford, May 21, 1898.

SOUND STEAMER'S ACCIDENT

Details of the Mishap to the City of Worcester Near New London.

NO ONE INJURED AND NO PANIC

Passengers Not Aware for Some Time that Anything Was Amiss—Brought On to New York by the City of Lowell.

The Norwich liner City of Lowell arrived at her pier in the North River yesterday afternoon at 3:30 o'clock with the passengers of the City of Worcester, which, as announced in THE NEW YORK TIMES yesterday, ran on a reef near New London, Conn., during a fog on Saturday night.

According to the account of the accident given by the Superintendent of the New York office and Capt. Miner of the City of Lowell, the City of Worcester left New London at 11:40 Saturday night with 245 passengers on board. Soon after she had passed New London Lighthouse a heavy fog came up. Speed was reduced to allow a long tow of barges to pass, and afterward the steamer proceeded. In trying to avoid the tow, however, the City of Worcester had swung out of her course, and soon after ran on to a reef, known as McCormick's Rock. This rock is buoyed, but owing to the fog the buoys could not be seen.

The force of the grounding stove a hole in the forward part of the vessel, and she commenced to settle fast. The Captain, seeing the impossibility of keeping afloat long, backed off and headed for New London at full speed. When slightly above the Pequod House, on the Thames River, the steamer had to be beached. The water is deep at this point, and she filled rapidly and settled to her main deck.

At the time of the accident the passengers had all retired. The shock was not severe and no one was alarmed or injured. In fact, it was not for some time that they realized that anything was amiss.

The City of Lowell was hailed as she passed on her way down stream at 5:30 yesterday morning, and put about to take the passengers from the sunken boat. The passengers had the choice of continuing to New York on the City of Lowell or of remaining in New London and redeeming their tickets. Only fifteen decided to stay and the City of Lowell brought 230 to this city.

The cargo of the City of Worcester consisted mostly of perishable goods and was estimated at seventy-five carloads. It is nearly all destroyed, but is covered by insurance.

Thomas Scott, the wrecker of New London, was immediately placed in charge of the work of raising the boat. He is taking out the cargo and expects to float her by to-morrow or Wednesday. Capt. W. D. Ward of the City of Worcester will remain on his vessel until she is raised. During this time the City of Lawrence will take her place, and with the City of Lowell will make the regular trips.

Capt. Miner of the City of Lowell said yesterday afternoon:

"The first intimation that I had of the accident was when I was hailed, and stopped to find out the cause of the trouble. Upon being told, we rendered what assistance was possible, and took nearly all the passengers aboard. Our trip to New York was uneventful except that staterooms were at a premium, and the tired passengers had to sleep on chairs and sofas. The City of Lowell will return at her regular time, and the City of Lawrence will go on to-day in place of the City of Worcester."

A passenger, who was on the City of Worcester, said:

"When the boat struck the rocks it did not frighten me at all, as the shock was very slight. I did not know that anything unusual had occurred and went to sleep again. Imagine my surprise when I awoke in the morning to find myself looking at the Pequod House at New London and not at the tall buildings of New York. When I went on deck everything was confusion and I found the boat had sunk in deep water. We were treated very kindly and courteously and were given the privilege of redeeming our tickets and coming by rail if we preferred. A few faint-hearted passengers took the train, but most of us came on the City of Lowell.

"We were lowered into boats from the City of Worcester and were taken on the City of Lowell about 5 o'clock this morning. Every one was excited and was trying to tell his or her experiences, and it was some time before they became calm."

CAPT. WARD'S VERSION.

The City of Worcester Jolted Twice on the Reef—Her Damage Serious.

NEW LONDON, Conn., May 29.—The City of Worcester has a rent in the hull directly under two of her boilers, about thirty feet in length, and it is estimated the loss to boat and cargo will be fully $50,000. The passenger list was the largest since the rush of last Summer, while the cargo of freight was the heaviest carried this season. All the baggage was transferred to the City of Lowell, as well as about six carloads of express freight, the latter somewhat damaged by water.

At the time of the accident the fog was not so dense as has been frequently experienced, and Capt. Ward claims that the restrictions that have been placed on the sailing course since the harbor was mined are in a measure responsible for the accident.

The boat left this city at 11:30 o'clock last night on her regular trip. After passing New London Lighthouse, Capt. Ward says, he discerned what he thought was a barge in tow, and turned to port to take the inside. He had proceeded but a short distance, and was about to turn again for deep water, when he was startled by the vessel experiencing two hard jolts, plainly indicating she had grounded. The point was about half a mile west of New London Lighthouse, known as Cormorant Reef, and with all possible dispatch Capt. Ward turned the vessel hard about, and started back for the harbor.

It was apparent the wharf could not be reached, and just as the water reached the engines and extinguished the fires the vessel was beached.

Capt. T. A. Scott of this city was on the scene with little delay with a flotilla of tugs and lighters, and at once commenced transferring the baggage and express freight. He succeeded in removing about one-quarter of the freight to-day, and by pumping lowered the water in the aft compartment about four feet.

Experienced steamboat men of this city say if the steamer was required to go ten minutes more before she was beached she would never have reached shore, and there would have been a heavy loss of life.

Boys' Money Excited Suspicion.

Two boys—one four years old, the other eight—boarded a trolley car in Washington Street, Hoboken, yesterday. They exhibited so much money in paying their fare that the conductor directed the attention of Patrolman Haw, who was on the car, to the lads. They gave unsatisfactory answers to Haw's questions, and he took them to Police Headquarters. When searched $13.31 was found on them. They said they were brothers, Otto and Leo Thieme, and lived at 107 Hudson Street. They were not known at that address, but as they still insisted that they lived at 107 Hudson Street it is thought they may have wandered from some other city. They will be cared for until their parents can be found. They are neatly dressed, bright, and intelligent. They refused to say how they came to have the money.

Weddings of Orange Residents.

ORANGE, N. J., May 29.—Society people of the Oranges are interested in three fashionable weddings scheduled for Wednesday, two of them in the Oranges and one in Bethlehem, Penn., and a number of local residents will go to the latter place to witness the marriage of Dr. Caldwell Morrison of Lawn Ridge, Montrose, and Miss Jane Cornelia Sieger of Bethlehem in the Moravian Church. In Grace Church, Orange, on the same day, Miss Katherine Henry, daughter of Mrs. Lewis B. Henry of Washington Street, East Orange, will be married to Robert S. Stephenson of East Orange, and in the First Reformed Church, East Orange, Miss Florence Maud Mason, daughter of Mr. and Mrs. Thomas Mason, will be married to William Christian Maul.

IN FOREIGN LANDS.

INTERNATIONAL ASSOCIATION FOR THE PROTECTION OF INDUSTRIAL PROPERTY.—The second Congress of the International Association for the Protection of Industrial Property will begin in London next Wednesday. As previously stated in these columns, the association was founded just a year ago in Brussels. Its objects are threefold: (1) Promoting the recognition of the necessity for the international protection of inventions, trademarks, designs, trade names, &c.; (2) studying the laws of the different countries relating to the above, with a view to their assimilation and amendment; (3) developing and extending the usefulness of the existing international treaties, especially of the Paris Convention of 1883. The association now numbers 500 members of various nationalities, including eminent patent lawyers and representatives of many large manufacturing firms in England, in America, and on the Continent. Several foreign Governments will be represented by delegates in the London congress, and the members from England, France, Germany, Russia, and Belgium will be particularly numerous. The Lord Mayor of London will give a banquet to the members of the congress at the Mansion House on Thursday next. The business meetings of the association will be held in the Hall of the Society of Arts.

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MGR. ISMIRLIAN HONORED.—It will be recalled that the one great thorn in Abdul Hamid's side during the Armenian massacres was the Armenian Patriarch of Constantinople, Mgr. Ismirlian. He made himself so obnoxious to the Porte that he, with the tacit consent of the head of the Greek Church in Russia, was exiled to Jerusalem. This was two years ago. Advices from Cairo are now that the Armenian Provincial Assembly of Egypt, at its last sitting, unanimously elected Mgr. Ismirlian as Archbishop of Egypt, and the report of his election has been sent to Constantinople. The French press accuse the English of bringing this election about in order more firmly to establish British influence in the country of the Nile. The election through British influence, it is said in Paris, is no less an affront to the Sultan than it is to France and Russia. It remains to be seen whether the Sultan will ratify the election, but it is generally believed in Cairo and Alexandria that a majority of the Ambassadors in Constantinople will exercise their influence with the Sultan to procure his ratification.

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THE YOUNG TURKEY PARTY ACTIVE.—From guarded articles in the Asti, the Akropolis, and other journals of Athens, as well as in the press of the Young Turkey Party at Geneva, some startling occurrences are likely to take place in Armenia, and in Constantinople itself before long. The Young Turkey Party, whose headquarters are openly stated to be in Geneva, has for the last year—in fact, ever since it became evident that the powers had no serious intention of disciplining Abdul Hamid—been engaged in a campaign of education. It has issued hundreds of tracts describing through many eye-witnesses instances of gross misgovernment, and even crime on the part of the Porte. One of its pamphlets of recent date has come to hand. It is entitled "A Horrible Assassination Committed on the Special Order of Sultan Abdul Hamid II." It purports to tell the story from the words of an eye-witness of the murder by strangling of the Reform statesman Midhat Pasha, and of his friend Damad Mahmoud Pasha, who shared his exile at Taif, near Mecca, on May 8, 1883. After various attempts to poison them, they were throttled at midnight, and the names of the insignificant persons who obeyed orders are set forth. This story is in substance a confirmation of that told by Sir William White, British Ambassador to the Sultan in 1890. Portraits of Midhat and of his master-assassin are included in the pamphlet.

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THE STATE OF CRETE IN THE LIGHT OF THE MOHAMMEDAN BEYS.—It is reported, on what is usually trustworthy authority in Cretan affairs, that the Mohammedan Beys of Crete, taking a suggestion from the Yildiz Kiosk, are no longer opposed to the candidature of Prince George as Governor of Crete. The uncompromising hostility which they formerly displayed toward the Prince has given way to resignation. They no longer advise their fellow-Mussulmans to oppose any attempt to place a Christian Governor over them. This change of front, it is said in Athens, has been noticed ever since the unsuccessful result of Djevad Pasha's mission to St. Petersburg became known. The removal of half the Turkish garrison at Kisamo to Canea, and the substitution of Italian troops is a step in the right direction, it is believed. The Italian occupation of Platania and Alikiana is also deemed significant. The belief is growing in Athens that Numa Droz is to accompany Prince George in the capacity of Vice Governor or principal counsellor.

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A FAMOUS PARISIAN WILL CASE.—That dramatic stage in Paris which is called in legal terms Palais de Justice, always has on hand in one chamber or another a play which can rival the most sensational melodrama presented on the boards of the Théâtre de la République. Just now there is a will case in the First Chamber which promises most dramatic and complicated developments. Mme. Farturdo-Heine died a year ago, leaving a fortune of 180,000,000f. The first will, dated July, 1895, is a holograph document of simple terms, by which the Princess Murat is made sole legatee. By a codicil dated a year later, Mme. Heine leaves to the six children of the Princess Murat a sum of 200,000f. each, the capital to accumulate at compound interest, until the children shall have come of age. A month or two later the first disposition with regard to the Princess Murat was revoked and an income of 600,000f. left, and the children of the Princess were made residuary legatees. It can already be seen that there is sufficient ground for much litigation, which litigation is now in progress. The arguments of the opposing counsel are of a most complicated nature, and judgment in the case is not expected for some time—at any rate, it is hinted, not until some interesting domestic history shall be revealed.

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THE FIRST LADIES' CLUB IN BERLIN.—Paris led the way abroad in the way of ladies' clubs; then London conceived one, and finally Cairo. Now the women of Berlin, who are tired of staying at home while their husbands go to the club or to the races, have inaugurated one. It is called a Frauenclub, and has leased an entire building in the Schadowstrasse, Nos. 10 and 11. Commenting on the location of the club, a Berlin paper recently said that it was appropriately placed as suggesting the "shadows" that would now be cast over the lives and homes of the lonely husbands. It is a social club, and has excellent meeting rooms, a library, and a speisesaal. In order to become a member a woman must be over sixteen; she must be accepted by a three-quarters vote; socially, she must belong to the "Gebildete Gesellschaft." The titles of the Lady Committee are formidable—Frau Kommeizienräthin, a Frau Medizinalrath, and a Frau General. About 175 names are already inscribed on the books. The membership book states that in order to have nothing that may remind the members of domestic thraldom, there will be no cooking done in the establishment, and that the cleaning and sweeping of the apartments will be confided to a corps of able male janitors. However, it is added: "Dinners can be ordered from the nearest hotel per telephone, and will be brought over by porters in covered baskets."

MORE OPEN PORTS IN KOREA.

The Government Decides to Make Ping-Yang an Open Market.

YOKOHAMA, May 30.—The Korean Government has decided to open three more ports, and also to make Ping-Yang an open market.

Communist Anniversary in Paris.

PARIS, May 29.—There were a few slight scuffles to-day in connection with the Communist anniversary celebrations of the proclamation of the Commune of Paris March 28, 1871, but there were no serious disorders.

Argentina Wheat for Export.

BUENOS AYRES, May 29.—It is officially announced that 400,000 tons of wheat are still available for export.

Sir Charles T. D. Acland.

LONDON, May 29.—Sir Charles Thomas Dyke Acland is dead. He was born in 1842.

HEBREW TECHNICAL SCHOOL

The Girls' Classes Hold Their Closing Exercises in Temple Emanu-El.

MRS. ESTHER HERRMAN'S TALK

She Speaks of the Intellectual Growth of Woman and Tells the Girls Not to Neglect Their Looking Glasses.

The closing exercises of the Hebrew Technical School for Girls were held yesterday in Temple Emanu-El, Fifth Avenue and Forty-third Street. James Seligman, President of the congregation, presided, and Mrs. M. D. Louis, President of the school, conducted the exercises. The programme included songs and recitations by the junior classes, essays by the graduating class of the school, a valedictory address by Miss Minnie Rosthal, and brief addresses by James Seligman, President Guggenheimer of the Council, and Mrs. Esther Herrman of Sorosis.

At the close of the exercises Mrs. Louis presented the prizes earned during the school term, and the Rev. Dr. Silverman administered the rite of confirmation to the eight pupils of the graduating class who had attained the required standard. An interesting exhibit of the work of the Technical School was shown and announcement was made that the dresses worn by the manual training pupils were of their own making.

President Seligman told the children that he welcomed the testimony they had given of the good work doing in the school and reminded them that their training in the duties of schoolgirls was a preparation for the duties of the womanhood that was coming to them.

Dr. Silverman pronounced a benediction, and then Mrs. Louis introduced Mrs. Herrmann to say a few words. Mrs. Herrmann said she had no speech to make, but she wished to utter a few words of encouragement.

The Girls of 1898.

"The first thought that comes to me," she said, "is what a glorious thing it is to be a girl in 1898. And next to that what a glorious thing it will be to be a grown woman in the twentieth century, which is the possible future of all of you. The difference between the outlook of girls to-day and that of their grandmothers, is the difference of looking out through a keyhole and standing upon the mountain top. Many older women have had to be content with the keyhole. Fifty years ago there were no colleges for girls. But the leaven was at work, and a few so-called female seminaries had sprouted, in which some advance was made in mental training, but at that time the thought had not entirely died out that reading and needlework were quite enough to satisfy any girl in the matter of education.

"Writing was taught to those who desired it, but the study of arithmetic, beyond the rule of three, was an extra, only indulged in by very extraordinarily ambitious girls. Perhaps parents and guardians feared that girls might write love letters if they learned the graces of penmanship. Well, love letters are not very dangerous things, and the gain has been so great from the use of the pen in the hands of good women that the possible harm arising from writing love letters has been lost sight of. I rejoice that I live in a time so great and so grand for young people. My heart is with all that takes the upward trend in the life of future womanhood.

"While touching upon the great advance in education, I wish to say that the object of all this noble work is not to create special spheres for women, but to make of you whole women, capable of filling your lives and homes with all that makes for good and truth. You, my dear girls, will all be better wives and mothers and homemakers for every enlargement of your understanding and development of your intellect. It is a significant fact that right along with this growth of woman, and the enlarged powers she has conferred upon her sons therefrom, has been made possible the progress of the last half century. The mothers have trained the sons who invented the telegraph, the steamship, the telephone, the electric light, the sewing machine, friction matches, gas, &c.

The Universal Uplifting.

"The blessing of improved living, instead of being confined to the rich, is universal. The college settlements, the women's clubs, the benevolent societies, and the various missions for good in all directions, and in all of which women are leaders, are now approaching the divine quality of being no respecter of persons. All can lend a hand in the uplift. I said you stand upon the mountaintop, but youth is not alone on that eminence. We older ones have gone right up with you and before you and are exhilarated with the climb. We have gladly made the road easier than it used to be. It is paved now with solid rock, where it used to be mud and mire.

"This age, which has brought so much to girls, has not and need not detract from their femininity or womanliness. Do not give up your looking glass. Take a daily peep into it, without lingering too long, and then do as Alice did, look through and beyond, and a whole new world may be yours. I take it that you all have read 'Through the Looking Glass,' and that you remember how Alice became a Queen by first looking in and then looking through and beyond her glass to greater things than the reflection of herself. This brings a suggestion of personal neatness and sweetness, which is in reach of every one and so attractive that the habit should be cultivated early in life.

"The vision of the future that opens to me is so beautiful in its expanse with what life holds for you, and with the grand opportunities that are yours for doing good to others, that I am uplifted at the very thought and sight of you. Perhaps I have said enough when I assure you that after you have done your duty well, and have done justice to all, there will be that left with you which can be found in no market, and which no money can purchase."

President Guggenheimer, who was called out of the city Saturday, was unable to be present, and his secretary, Joselyn Johnstone, read the address he had prepared.

Mr. Guggenheimer's Address.

In his address, Mr. Guggenheimer congratulated Mrs. Louis and the staff of the Technical School for the methods observed in the school, and for the results obtained. A truly educated person, he said, must possess an exhaustive knowledge of a single subject, with general information in matters intellectual and practical.

"The Hebrew Technical School for Girls," he went on, "has attained to this ideal, because it aims at the high purpose of the united education of brain and hand. And this is strictly in harmony with the genius of the Hebrew race. The Hebrew principles of justice, righteousness, brotherly love, and high moral character stand unexcelled in the history of the world's religions, because the religion of the Jew is, above all things, eminently practical. It deals with actuality and never wanders in the vague shadows of speculation. It is not surprising, therefore, that the sages and prophets of our race have always demanded industrial education as a necessary element in the training of the young. The great sages, whose figures loom up so magnificently in the past, were not ashamed to pursue a trade.

"'The man who neglects to teach his son how to use his hands,' wrote one of the fathers, 'leads him to idolatry'; and the one hundred and twenty-eighth Psalm, the marriage song of ancient Hebrew times, is a prophecy and eulogy of the blessing of work: 'Thou shalt eat the labor of thy hands; blessed art thou, yea, it shall be well with thee!'"

St. Mary's College Alumni Meet.

A meeting of the New York Alumni of St. Mary's College, Montreal, was held Saturday afternoon in the office of Ovide Robillard, 25 Pine Street. The Rev. Father Turgeon, rector of the college, presided, and gave detailed information relative to the approaching golden jubilee of the college, the celebration of which will be held June 21, 22, and 23. Father Turgeon's visit to this and other cities is to meet former students to interest them in the college and to inform them of the college's continued interest in them. Upward of 4,000 of the alumni are Americans. The alumni may obtain full information upon application to Mr. Robillard.

THE CENTRAL LABOR UNION.

Strikes on 125 Buildings to be Called Off This Week—Harry Miner and John L. Sullivan.

Delegates from the building trades to the Central Labor Union said yesterday that sympathetic and other strikes on about 125 buildings will be called off this week and that about 10,000 men will return to work to-morrow.

Many of these sympathetic strikes have been going on for the past ten weeks, in behalf of the hoisting engineers. The engineers themselves made a settlement with the employers, utterly ignoring the Board of Walking Delegates, which had ordered the strikes in their behalf. The employers offered to pay the engineers the highest union wages—$5 for an eight-hour day's work—for five years, provided the engineers pledged themselves not to join in any sympathetic strikes during that period. The engineers immediately accepted the offer, and they will withdraw from the Board of Walking Delegates. The board, on learning of the action of the engineers, decided to call off all the symathetic strikes that it had ordered in their behalf.

The strikes for the engineers affected seventy-five buildings, and fifty other strikes were for machine stone workers. The Board of Walking Delegates came to the conclusion that to continue them would cause losses of many thousands of dollars to the men.

Delegate Philip Kelly of the Theatrical Protective Union repeated a complaint he had made against Harry C. Miner, whom he charged with underpaying his men, and commended John L. Sullivan, who, he said, had championed the cause of the union and living wages.

"Our committee called several times on Mr. Miner," Delegate Kelly said, "and asked him to employ union men and pay them living union wages. Mr. Miner used 'cuss' words in replying to our committee, and he said he did not care for any union men's patronage at his theatres. Saturday was John L. Sullivan's concluding night with Mr. Miner, and after the performance he spoke to the people. He said he would be ashamed to work for such low wages as they did, and that he would rather play to empty benches than in a theatre where the men were underpaid."

The delegates hurrahed for Sullivan, and then Delegate McCabe of the gold beaters, who was formerly a middleweight boxer, moved to appoint a committeee to tender to Sullivan the thanks of the Central Labor Union for his expression of friendship to labor.

"Do you mean John L. Sullivan, the pugilist, or the tragedian?" asked a delegate.

"I mean John L., the gentleman," replied McCabe, and then followed applause and laughter combined.

A letter was received from the Franklin Association of Pressmen, against whom a complaint had been made that they were going to hold a picnic in a Coney Island hall, where non-union musicians played. That union said it had the option of hiring union music for that day.

"Then let them go to 64 East Fourth Street and hire Manhattan Musical Union men," said Delegate Johnson of that union.

"We'll not do anything of the kind," said Delegate Rhodabeck of the Franklin Pressmen's Association.

"He doesn't want good music," said Delegate Johnson.

Then Delegate Johnson, who was on a committee to ask the Park Commissioners to give union music some patronage in the park free concerts, reported that he had called on Commissioner Clausen, who told him that the contracts for music had already been given out to leaders. The Borough of the Bronx was under the jurisdiction of a special Commissioner, and it was probable that union music would find some patronage there.

Delegate Henry, who had served on another committee to complain to the Police Commissioners about an assault committed upon Daniel Harris by a roundsman near the cigar factory of Bondy & Lederer, where a strike was going on, said the Committee called on Inspector Thompson, who asked them to call again and was courteous. The following Wednesday when they called again Inspector Thompson had been transferred, and Inspector Grant, who had taken his place, told them he would not entertain the charges against the roundsman because he was a good man.

"Big Six," and Saturday Half Holiday.

A delegates' meeting of Typographical Union, No. 6, was held yesterday afternoon at Clarendon Hall, and a resolution was passed objecting to the practice in several job and book offices of making up time during the week for the Saturday half-holiday. When a reduction of working time to nine and one-half hours a day was obtained, it was said that the allowance of the Saturday half-holiday was included in the concessions made by the employers, but that in several offices the men had to make up time for the Saturday half-holiday by working half an hour extra on other days.

International Typographical Union.

Considerable interest is being taken in the election of officers of the International Typographical Union. The voting is by referendum, and will close to-morrow. The candidates for the presidency of the union are Samuel B. Donnelly, the President of "Big Six" of New York, and William B. Prescott of Indianapolis, the present incumbent. There are 394 subordinate unions in the international body, representing 32,000 members in the United States and Canada. It was announced last night that the voting stood Donnelly, 2,942; Prescott, 1,146.

THE KNIGHTS OF LABOR.

Proposed Mass Meeting to Protest Against the High Price of Bread—President McKinley Criticised.

The Knights of Labor of New York and vicinity are keeping up the agitation against the high prices of wheat and bread, and say that they will take combined action by means of a mass meeting to protest against Leiter and other large holders of wheat, and ask Congress to come to the aid of the poor.

A meeting of representatives of six District Assemblies of the Knights of Labor was held yesterday afternoon at 25 Third Avenue. From New York there were present Richard Cooney, Master Workman; Michael Kelly, Secretary; Patrick Rock, Treasurer, and James S. Holy of District Assembly No. 49; P. J. Harper, Horace J. Park, Patrick Flynn, and George Warner of District Assembly No. 253. From Brooklyn there were James Kelly, Master Workman, and P. J. Rorke of District Assembly No. 75; Thomas J. Reilly, Alfred J. Bolton, Charles Burns, and William Telford of District Assembly No. 220, and from Jersey City there were A. J. Loughran and A. J. Zeller of District Assembly No. 197.

The meeting was behind closed doors. There was a general sentiment in favor of appealing to all organized labor throughout the country to take united action "to protest against the robbery of the poor and to ask for legislation against gambling in wheat, by which a few are able to control the market and cause suffering and distress among millions."

A motion was made to call a mass meeting, and then it was decided to ask the district assemblies represented at the meeting first to concur in the motion, and if their sanction be obtained, to issue a call for the meeting.

The knights present criticised the action of President McKinley in promoting civilians to high rank in the army, and a committee was appointed to draft resolutions to be forwarded to the President. These resolutions protest against the appointment to high offices in the army of civilians unacquainted with military tactics, as their ignorance might lead to great and unnecessary loss of life.

Hebrew Asylum Children Confirmed.

The first annual confirmation ceremonies in the classes in religion of the Hebrew Sheltering Guardian Orphan Asylum, at One Hundred and Fiftieth Street and Boulevard, were held yesterday in the synagogue attached to the asylum. The Rev. Dr. F. De Sala Mendes presided. The confirmation class consisted of twenty boys and twelve girls. An address was made to the children, who are from thirteen to fourteen years old, by Rose Meyrowitz. A brief address appropriate to the occasion was delivered by Samuel D. Levy, the President of the asylum.

E. S. Willard Leaves Chicago.

CHICAGO, May 29.—E. S. Willard, the actor, accompanied by Mrs. Willard, Miss Keith Wakeman, and Mr. and Mrs. Moore, left Chicago this evening for Boston. Mr. Willard will sail for Europe June 9 from Boston. His health demands that the journey to Boston be made by easy stages. He may stop over at Niagara Falls, and again in the Berkshire Hills or the Catskill Mountains.

THE FUNERAL OF REMENYI

Friends of the Dead Musician Crowd Lenox Lyceum to Honor His Memory.

ELABORATE MUSICAL SERVICES

The Hungarian and Other Societies and Many Well-Known Citizens Present—Eulogies Pronounced by Recorder John W. Goff and Morris Cukor.

The public funeral of Edouard Remenyi, the violin virtuoso, took place yesterday morning at the Lenox Lyceum, Madison Avenue and Fifty-ninth Street, at 11 o'clock. The funeral cortège left the Yorkville Hungarian Society at 10:30 o'clock and headed by the two hundred members of that society marched to the Lenox Lyceum. There the funeral party was met by the pall bearers, numbering thirty well-known men in the musical world, and friends of the dead musician who followed the body up the centre aisle of the edifice. The Musical Mutual Protective Union, Conductor Sam Lehman, played the funeral march, composed for the occasion by Ludomir Thomas. The body, in a simple casket, which was surrounded by flowers, was laid on the catafalque, and the programme, which consisted of six numbers, begun.

The Lyceum was packed to overflowing by friends of the dead violinist. The two children of Remenyi, Tibor and Adrienne, walked in advance of the procession up the aisle, and sat on either side of the casket. Mrs. Remenyi, who has been an invalid for years, was unable to attend.

The Musical Services.

After the funeral march had been played the male chorus of the Hungarian singing Society, led by the conductor, Prof. Ringelmann, sang the Hungarian notional anthem "Magyar Dalarda."

No. 4 on the programme, the Hungarian National Dirges, played by five Hungarian bands, reflected with much feeling the mournful dirges of their country. The solo of Olan Pal, "Repulj Fecskem," ("Fly, my Bird,") was exquisitely executed, notwithstanding the fact that Mr. Pal played the piece only from recollection of hearing Mr. Remenyi play it. This was Remenyi's own composition, as well as his favorite piece, and the sweet, mournful notes of Mr. Pal's execution brought tears to many eyes in the audience.

The playing of the gypsy bands of the "Lehulott a rezgo nyarfa levele" ("The Summer Leaves Have Fallen") and the "Kitettek a Holtestet" ("They Took the Coffin Away") was also beautifully played. The combined Hungarian bands were under direction of Dr. Leo Sommers. Morris Cukor and Recorder John W. Goff paid feeling tributes to the dead violinist.

Mr. Cukor's Tribute.

Mr. Cukor said: "Fellow-countrymen and Friends of the Departed: We have not only lost an artist, a musician, we have lost a man. Countrymen, we have lost a patriot who swayed men by his genius and his music. Hungary cannot alone lay claim to owning this great man, but this country, in which, when he died, he was playing its National hymn, can also claim him. He loved America for the freedom its people enjoyed, for he was above all a lover of liberty. As a musician, he knew no school, he knew no master—but one—inspiration. Farewell, dear master! Farewell, dear Remenyi! We loved you living. We love you dead."

Recorder Goff's Words.

Recorder Goff said: "I am honored to be called upon from out of many people of my tongue much more able than I to pay a tribute to this great man and musician, Edouard Remenyi. No words ever spoken of a departed soul are worthy of the master that lies dead before me. From the cradle his life was full of sacrifices for his country and his brethren. Remenyi was not alone a great musician, but he was also a great patriot. Twelve years ago, we, in the United States were electrified by the combined influence of two great evangelists. One was the orator, one was the singer. This was not the first time that two men of the same kind had by music and oratory changed the lives and policies of nations. During the Revolution of 1848, when Hungary declared herself independent of Austria, there were two men who awakened the country in enthusiasm for freedom and liberty—Kossuth the orator and Remenyi the musician.

"Remenyi died as he wished to die. Just in these times when this country, from ocean to ocean, is enthused with patriotism, Remenyi drew his bow across his violin and with the notes of 'The Star-Spangled Banner' dying away amid thundering applause he died, as he wished to die, with his dear old instrument hugged tight to his breast. Good-bye, Remenyi! The world is better for your having lived in it. Peace, peace to your memory."

After the funeral services the body was taken to Evergreens Cemetery, where the Actors' Fund of America had prepared a grave for it. The floral pieces, which were many, were contributed by the Hungarian Literary Society, the Yorkville Hungarian Society, Hungarian Singing Society, Col. Robert G. Ingersoll, Consul General Stockinger, the Hungarian Sick and Benevolent Society, Rafael Joseffy, and Col. H. I. Kovalsky of San Francisco, who sent a wreath of roses. Many other pieces were sent without the names of the senders on them. They came from various parts of the country.

The pall bearers were Dr. Leo Sommers, Recorder John W. Goff, Joseph Meyer, Col. Robert G. Ingersoll, Henry B. Chapman, Jr., Robert H. Griffin, Emerson McMillan, John Philip Sousa, Bruno Oscar Klein, Max Vogrich, Isadore Luckstone, William Purzel. Consul General Francis Stockinger, Robert W. Bourne, Edward J. Cornelius, Rafael Joseffy, Alexander Hollander, John D. Crimmins, Sigmund Neustadt, Theodore Totis, Vilmos Kovas, Sylvester Murphy, Emerson Kleinmann, Marcus Braun, John Kiss, Thomas A. Edison, and Morris Cukor.

Last Public Gambol of Lambs Club.

The Lambs Club to-night will gambol for the last time in public. The event will take place at Wallack's Theatre and end the tour of the Lambs, who, beginning last Monday night at the Metropolitan Opera House, have since appeared in Boston, Springfield, Brooklyn, Philadelphia, Baltimore, Washington, Pittsburg, and Chicago. The same programme will be given to-night as was performed last Monday night and by the same cast, including Nat Goodwin, De Wolf Hopper, W. H. Crane, Stuart Robson, H. C. Barnabee, and others.

Tarrytown Girls School Exercises.

The closing exercises of Miss C. E. Mason's School for Girls at Tarrytown will commence to-day with a special service in Christ Church. The sermon will be by the Rev. Dr. William M. Grosvenor, rector of the Church of the Incarnation, of this city. The commencement will be held to-morrow at the school, when the Mount Pleasant Military Academy will act as class sponsor. The programme will consist of musical selections by members of the school and an address by the Right Rev. H. C. Potter, Bishop of New York. A reception will be held in the evening.

Tenement Burned at Plainfield.

PLAINFIELD, N. J., May 29.—The long two-story tenement house known as "Battle Row," on West Fourth Street, was destroyed by fire early this morning. It was inhabited by fifteen poor families. John Dorgan, who occupies one of the apartments, discovered the fire. He ran to the Fire Department Headquarters, nearly a mile, to give the alarm, but in the meantime Patrolman Myers had discovered the blaze and sent in an alarm from Box 46. Meanwhile the inmates had been aroused, and all got out of the building, though there were several narrow escapes.

To Celebrate Their Golden Wedding.

ORANGE, N. J., May 29.—Mr. and Mrs. John W. Burt will celebrate their golden wedding anniversary on Wednesday, when a reception will be held by them at the residence of their daughter, Mrs. Francis D. Holmes, 27 Ridge Street, this city. Mr. Burt is an old resident of the Oranges and built the first house erected in Llewellyn Park, West Orange.

ZIONIST LEAGUE MEETS.

Dr. Michael Singer and Davis Trietsch Deliver Addresses on the Societies' Objects.

The convention of the League of Zionist Societies of the United States opened yesterday morning at Liberty Hall, 259 East Houston Street, and will end this afternoon. The Rev. Dr. Klein, President of the league, presided. Delegates were present from Zion Societies in Cincinnati and Cleveland, Ohio, Elizabethport, Bayonne, and Newark, N. J., Brooklyn, Yonkers, Philadelphia, and other cities. Delegates from far-off cities were prevented from attending the convention on account of the Jewish holidays, which began last Thursday. Miss Regina Felber and Miss Gisella Frisch were the two women delegates present from New York societies.

An address on "What Zionism Means" was delivered by Dr. Michael Singer, the General Secretary of the League, and one on "The First Congress at Basle" by Davis Trietsch.

Dr. Singer said that Zionism means to build up a home in Palestine for Jews who cannot or will not assimilate in the countries they are at present living in.

The Jews, he said, should learn something from the American people. They should learn that Americans did secure not only liberty for themselves, but sacrificed life and fortune for the Cuban people, and they should also learn from Decoration Day that Americans honor the great men who did something for their country. These things should be an example for the Jews, to go back to their own history and not forget their own great men, from Moses to the present time.

Davis Trietsch said that there was a movement among the Jews to get a foothold again in Palestine, because they were more or less persecuted everywhere, and a place should be found where they could live and worship in peace.

"A false impression is abroad," said Mr. Trietsch, "concerning our work. The idea of Zionism is to organize a Jewish State on the old principles as far as they could be combined with modern ideas. Zionists wish to establish an autonomy in Palestine with the consent of the Sultan and of the powers. They think of two ways of obtaining the privileges desired, either by buying the land from the Sultan or by paying a yearly tribute to the Turkish Empire."

The following officers were elected: President—Dr. Phil Klein; General Secretary—Dr. Michael Singer; Treasurer—Morris Neuman; Chairman of the Executive Board—Dr. Henry Wald.

SAVED A BOY FROM DROWNING.

Fell from the Battery Wall and Policeman Bary Rescued Him.

Fred Schmidt, four years old, was saved from drowning, in sight of his home, yesterday afternoon by Policeman James Barry of the Harbor Squad. The Battery sea wall, near the house of No. 57 Engine, the fireboat New Yorker, is a great place for children on Sundays and the numerous pet dogs which are brought there daily for salt water baths.

With a crowd of boys and girls and many grown persons yesterday, the boy was watching the antics of a big Newfoundland dog in the water, when the youngster was crowded or fell off the sea wall into the water. Although several men saw the child go overboard not one of them ventured to jump over after him.

Women and children screamed, and Policeman Barry, who was patrolling near the big float at Pier A, ran to the place, and plunging off the float, swam to the rescue. He did not wait to remove an article of clothing.

The boy had gone down for the second time, and as he arose, Barry grasped the boy's clothing, and holding him out of the water with one hand, swam to the float, where other policemen pulled the child to safety. The child's father, who keeps a hotel at West Street and Battery Place, refused to allow him to be taken to a hospital, and he was taken home in an ambulance.

Barry, who is an expert swimmer as well as oarsman, made light of his exploit, but the rescued boy's father warmly expressed his gratitude to him.

Boy Drowned While at Play.

Jacob Theissinger, thirteen years old, who lived with his parents at 221 Avenue B, fell into the East River yesterday afternoon while playing with a number of other boys on the bulkhead, at the foot of Seventeenth Street, and was drowned. His playmates shouted for help, and two men who refused to give their names, got a boat and went to his rescue. The boy sank out of sight, and one of the men dove and brought him up. An ambulance call was sent in to Bellevue Hospital, but all attempts to resuscitate him were of no avail. His parents were notified by the police and had the body removed to their home.

Man's Body Found in the East River.

Peter Corney, a longshoreman, of 300 Madison Street, and Capt. Peirce of the sloop Hemlock, which is lying at the foot of Clinton Street, East River, found the body of a man floating near the sloop yesterday morning, the police of the Madison Street Station were notified. Policeman John Meagher, who was detailed on the case, recognized the body as that of Frank Nash, a longshoreman, who lived on Ridge Street, near Prospect Street, Brooklyn, and was well known along the water front. Nash's relatives subsequently also identified the body at the Morgue. It bore no marks of violence, and it is not known how the man met his death.

LEAPED FROM A FERRYBOAT.

A Boston Telegraph Operator Drowned in the North River.

Frank Chapman, a Boston telegraph operator, whose identity was revealed by letters he left, threw himself from the Pennsylvania ferryboat New Jersey on its way from Cortlandt Street to Jersey City at 12:15 o'clock yesterday morning. He was drowned and the body has not been recovered.

The letters left on the cabin floor were sent to Chief of Police Murphy of Jersey City. One was to his mother, Mrs. M. F. Chapman, 6 Newburn Street, Medford, Mass. In it he said he wished his body cremated. The second letter was to T. J. Devine, 109 State Street, Boston, and in it he simply bade his friends good-bye.

Mr. Devine telegraphed to Chief Murphy that Chapman was employed by the Postal Telegraph Company in Boston. Mr. Devine said that if the body could be recovered Chapman's friends would pay all costs of the funeral.

Rescued Two Fishermen.

The Norwegian bark Wilhelm Birkedal, which arrived yesterday from Fredrikstad, reported that on May 20, in latitude 44.17, longitude 53.31, a fisherman's dory was picked up, with two of the crew of the fishing schooner Pinta of Gloucester, Mass. The men were D. C. McQuarrie and Edmund Gallagher, both of Gloucester. They said that they had missed their vessel in the fog and had been thirty-two hours without food or water. They were nearly exhausted when rescued. They were landed here and will be sent to their homes.

DEATH LIST OF A DAY.

John Wood.

Ex-Congressman John Wood, presumed to be the oldest American actively interested in the manufacture of iron, died at Conshohocken, Penn., Saturday night of general debility. He was born in Philadelphia Sept. 6, 1816, and was a great-grandson of James Wood, a Quaker, who, upon the advice of William Penn, left England about 1685, and settled near Conshohocken, where the present generation, the seventh American, now resides. At the age of sixteen Mr. Wood entered the office of his father's tool and agricultural implement factory. In 1841 he left his father's works and opened a mill at Quitopohill Creek, Lebanon, Penn., manufacturing blooms. Subsequently, in 1840, he began the manufacture of sheet iron at Red Clay Creek, near Wilmington, Del., being the pioneer in the manufacture of sheet iron in this country. In 1858 he was elected to Congress, defeating Owen Jones, Democrat, by over 2,000 majority. Up to the time of his death he was the head of the mammoth iron plant at Conshohocken, Penn., known as the J. Wood Brothers & Co.'s Corliss Iron and Steel Works.

Baron C. de Thomsen.

Baron C. de Thomsen died at the Buckingham Hotel Saturday of pneumonia. He was born in Holstein, Germany, March 31, 1820. After taking a commercial course at Hamburg, he left when twenty-one years of age for Rio de Janeiro, Brazil. He entered the importing and exporting trade, and in 1845 founded the firm of Thomsen & Co., at Rio Grande do Sul. He came to New York in 1855, and had since resided here, establishing in 1880 a branch of the Brazilian firm.

When Dom Pedro II., Emperor of Brazil, visited New York in 1876, Mr. Thomsen was one of the citizens chosen to receive him. A baronetcy was shortly afterward given him, and the Order of the Rose was conferred upon him by Dom Pedro. He also received the Order of Christ from the King of Portugal and the Bolivar Cross from the President of Venezuela for his philanthropy.

He leaves one son and two daughters. The funeral services will be held at the Church of the Heavenly Rest to-morrow morning at 10:30 o'clock. The interment will be private.

Obituary Notes.

MRS. CATARINA H. ENANDER, aged eighty years, one of the oldest persons in Middlesex County, died Saturday at her home in Dunellen, N. J. She leaves one son, A. H. Enander of Plainfield.

DAVID RUNYON, seventy-eight years old, a life-long resident of New Market, N. J., and an influential farmer of Middlesex County, died Saturday at the home of his son-in-law, Runyon Clarkson. Two years ago he suffered a stroke of paralysis.

HENRY P. ROLFE DEAD.

Father of the Colonel of the First New Hampshire Volunteers.

CONCORD, N. H., May 29.—Henry P. Rolfe, one of the leading members of the New Hampshire bar and father of Col. Robert H. Rolfe of the First New Hampshire Volunteers, now at Camp Thomas, died at his home in this city this morning, aged seventy-seven years. He was active in politics, being a Democrat previous to the war, and served as a Representative in 1853, a Senator in 1859 and 1860, and an Electoral candidate on the Douglass ticket in 1860.

In 1863 he was elected a Representative on the Republican ticket. He was appointed Postmaster by President Johnson. In 1869 he was District Attorney, and served for five years. He leaves two sons, Robert and George H. Rolfe.

Col. Rolfe has been notified of his father's death, but it is not probable he can attend the funeral.

BUSINESS NOTICES.

Cottage Glassware.

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DIED.

BRADISH.—Suddenly, at the home of her parents, on Friday evening, May 27, 1898, Helen Mary, wife of George Johnston Bradish, and youngest daughter of Dr. John H. and Sarah Hinton.

Funeral services Monday, May 30, 11 A. M., at the Church of the Transfiguration, East 29th Street, to which friends are kindly invited.

CONKLIN.—On the 27th inst., Joseph R. Conklin, aged 65 years.

Relatives and friends are respectfully invited to attend the funeral services at his late residence, 356 West 29th St., on Tuesday morning, May 31, at 11 o'clock. Interment at convenience of family.

GIFFIN.—At Orange, N. J., suddenly, on Sunday, May 29, 1898, John Henry Giffin, in the 81st year of his age.

Funeral services on Tuesday, May 31, at his late residence, 311 Lincoln Av., (Highland Av. Station,) at 4 P. M., on arrival of 3 P. M. train from New York, D., L. & W. R. R.

LANGLEY.—At Linden, N. J., Sunday, May 29, Washington E. Langley, aged 67 years.

Notice of funeral Tuesday.

PENTZ.—On Saturday, May 28, May Edwards, youngest daughter of Archibald Maclay and Mary Edwards Pentz.

Funeral services at the residence of her father, 124 East 57th St., Wednesday, June 1, at 10:30 A. M.

THOMSEN.—At the Buckingham Hotel, on Saturday, May 28, Baron C. de Thomsen, in his seventy-ninth year.

Funeral services will be held at the Church of the Heavenly Rest on Tuesday, May 31, at 10:30 A. M. Interment private at convenience of the family. Please omit flowers.

TURNBULL.—At Morristown, N. J., May 28, Louis Gervais Turnbull, second son of Robert J. and Catherine V. R. Turnbull, in his 22d year.

Relatives and friends are invited to attend the funeral services at the Church of the Redeemer, Morristown, at 12 M., on Monday, May 30. Carriages will meet the 10:15 A. M. train from Christopher Street, New York. Interment at Westchester, New York, at the convenience of the family. Please omit flowers.

WOODLAWN CEMETERY.
Woodlawn Station, (24th Ward,) Harlem Railroad. Office, No. 20 East 23d St.

DEATHS REPORTED MAY 29.

Manhattan and Bronx.

Name and Address.	Age in Y'rs.	Date Dth. May.
ALEXANDER, Abraham, Appalachicola, Fla.	36	28
AUSTIN, Charlotte W., 228 W. 25th St	68	28
BISUDI, Alfredo, 215 Sullivan St.	1	28
BRADY, Francis, 192½ Varick St.	65	28
COHEN, Hyman, 1,197 1st Av.	2	28
CORLEY, John H., 356 W. 124th St.	51	28
COONEY, Rose, 120 E. 65th St.	1	28
CONKLIN, Joseph R., 356 W. 29th St.	65	27
COHN, Julie, 1,500 2d Av.	78	28
DANIELS, Sarah, 364 Grand St.	79	28
DONOVAN, Cornelius J., 109 W. 103d	48	27
DOES, Catharina, 50 Ridge St.	59	28
ESTRADA, Mariana, 214 Pearl St.	56	28
FILLMORE, Joshua, 307 W. 68th St.	30	13
FLYNN, Joseph, 102 Washington St.	5	27
FALVEY, Peter, 295 Mott St.	20	27
FELTER, Charles, Bayside, N. Y.	39	26
GAUTIER, Felice, 355 W. 42d St.	60	27
GOODMAN, Morris, 106 Bayard St.	41	28
GILMARTIN, William, 507 W. 39th St	40	28
GANNON, Mary, 523 1st Av.	5	28
GRIFFIN, James, Brooklyn	58	28
HALPERN, Sarah, 194 Mulberry St.	7	27
KEOGH, John W., 429 W. 47th St.	48	26
KRINE, Anna V. S., 441 W. 35th St.	22	27
KREBS, Bertha, 1,785 Mad'son Av.	70	27
KOHN, Joseph, 187 Norfolk St.	48	27
KOHL, Christina, 118 E. 92d St.	58	27
LIOTTA, Calogera, 219 Mott St.	2	28
LEVY, Jane, 117 Monroe St.	23	28
LEDDY, James, 213 E. 25th St.	31	28
LANG, Bridget, 267 Elizabeth St.	50	28
MITULSKI, Herman, 25 Orchard St.	21	28
MEYER, Ann, Long Island City	88	28
MORENANDO, Pasquale, 44 Baxter St	1	29
MORGAN, Engelina, Willard Parker Hospital	2	28
McMAHON, Margaret, 119 W. 16th St.	67	29
NOVOROSS, Gussie, 202 E. 98th St.	1	28
NAFIA, Joseph, 432 E 13th St.	2	28
REAGAN, Catharine, 49 Washington	50	26
RENIDL, George H., 341 W. 26th St.	2	29
RAUCH, Emma, 144 Eldridge St.	29	27
SLANE, Joseph, 33 Amsterdam Av.	2	27
SULLIVAN, John J., 19 Oliver St.	36	27
SIRVENT, Slovi, 172 Chrystie St.	73	26
SPATZ, Catharine, 324½ E. 8th St.	57	27
STEIN, Moses, 39 Delancey St.	57	28
SHERIDAN, Nora, 446 E. 89th St.	6	29
STOECKEL, Louisa, 50 E. 124th St.	79	28
VASALOTTI, Tosi, 7 2d Av.	2	28
WERTHEIMER, Abraham, 182 Avenue A	50	25
WASHINGTON, Alfonso, 453 W. 39th	1	28
WOODS, Ann, 540 E. 15th St.	62	27
WERE, Thomas R., Brooklyn	53	26
WILLIAMS, Thomas W., Loomis Sanitarium	58	28

Brooklyn.

Name and Address.	Age in Y'rs.	Date Dth. May.
ALLEN, Frederick O., 158 3d Av.	1	27
BURKE, Annie E., 16 2d Place	35	28
BEDELL, Mary, 150 31st St.	77	27
COCHO, Juan L., 457 11th St.	1	27
DONNARUMMO, G., 224 York St.	2	28
DONOVAN, James S., 101 S. 2d St.	45	26
DONOVAN, Mary, 15 Huntington St.	66	27
DUFFY, Delia, 674A 6th Av.	24	28
ERHARDT, F., 250 Hamilton Av.	2	25
FLYNN, Herbert, 521 16th Av.	1	27
FLYNN, Eva, 521 16th Av.	29	27
GAVIN, Ada, 558 9th St.	25	28
HALLER, A., Atlantic Av. & Ashford St.	35	26
HILLEY, James, 809 Flatbush Av.	36	27
HUBER, George J., 700 5th Av.	76	29
KELSEY, Sarah J., 170 St. Mark's Av.	79	28
KNOCKE, W., Lutheran Hosp.	58	28
LIEBMANN, A., 57 S. Portland Av.	55	27
LEMBO, Rosina, 184 21st St.	1	27
MEYER, C. E., 954 Bedford Av.	68	28
MAYER, Francis, 184 Johnson Av.	30	27
MONEGHAN, Johanna, Gravesend Av. and Ryder Place	78	27
MERRILL, Lillie, 314 Hamburg Av.	4	28
MEENSER, Demonsaerer, 254 8th St.	2	28
NAPOLI, Antonio, 783 4th Av.	4	28
PERKINS, Philip, De Kalb Av. and Cumberland St.	68	27
RYAN, Daniel, 209 18th St.	48	26
STIRRUP, Ellen, 64 Hicks St.	45	28
SOBKIEWEIZ, Helena, 686 4th Av.	3	27
SHERLOCK, G. W., 534 Linwood St.	1	27
SHERMAN, C. H., 388 Graham Av.	68	27
SPERBER, Barbara, 145 Smith St.	72	27
TOOKER, Jennie, 154 Sumner Av.	22	27
UNKNOWN WOMAN, foot Amity St.	45	25
WILSON, H. P., 176 Rockaway Av.	46	27
WALLACE, Margaret, 311 19th St.	69	28
WHITE, Jennie A., 261 Bridge St.	58	28
WILKINS, Ralph, Infants' Hosp.	1	28

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NOTICE IS HEREBY GIVEN that the following numbered bonds of the BOONVILLE RAILROAD BRIDGE COMPANY were this day drawn for redemption, in accordance with the Sinking Fund Provision of the Indenture of Trust, viz.:

13	223	445	635	838
34	250	468	657	842
68	271	511	659	879
78	300	526	690	886
99	305	539	786	892
116	376	577	793	937
120	387	581	803	947
152	441	609	814	977
188				

Said Bonds will be paid on presentation at the office of the Union Trust Company of New York, Trustee. Interest on said bonds will cease Friday, July 1st, 1898.

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THE FINANCIAL MARKETS

To-day is a holiday in London as well as throughout the United States. Abroad it is the observance of Whitmonday and in this country of Decoration Day. Consequently there will be no London quotations to-day, and no business will be transacted at any of the American financial centres.

WAR AND THE SAVINGS BANKS.

The experienced President of an important city institution, Mr. James McMahon of the Emigrant Industrial Savings Bank, talked to a representative of THE NEW YORK TIMES yesterday regarding business conditions and the effect of the war on savings institutions. Mr. McMahon said:

"As to the effect of the war on savings bank deposits, there have not appeared any indications of panic or of even heavy withdrawals. It is the fact, however, that for several weeks after the commencement of hostilities withdrawals were largely in excess of deposits. This gave somewhat of a check to investments by savings banks either in bonded securities or real estate mortgages. I do not believe that any of the banks are loaning money or investing it just now, because of the fact that it is considered prudent to keep a good balance in hand to meet any emergencies that may arise.

"Our people are, however, getting used to the war now, and we see no reason either to anticipate trouble of a new sort or to magnify any present condition which, from a business standpoint, is not normal. It is barely possible, of course, that a reverse to the American arms may lead people foolishly timid to think that their money might be safer in their own hands, where they could actually look at it, than in the savings banks. But it will require something altogether unexpected and unlikely to bring about any such contingency.

"I have not seen any evidence of withdrawals for the purpose of investing in Government bonds. It is hardly occupying the minds of depositors who receive 3½ to 4 per cent. from savings banks on their savings that there will be any advantage derived from placing their money in bonds that will pay them only 3 per cent. In saying this I refer more particularly to our own State. Conditions are, of course, different in other States; yet the fact remains that interest obtainable for money throughout the country is much in excess of 3 per cent.

"The banks are now working normally. They have got back to normal conditions and deposits and drafts bear the relationships usual at this time of the year.

"I have just returned from Washington, where a committee of the Savings Banks Association has been visiting with the view of remonstrating against the proposed Government tax on deposits. Many of those who were disposed to place a tax on all corporations appear to have been convinced that savings of this kind should not be so treated, and I do not believe that any such tax will be imposed.

"The causes of withdrawals of deposits that have taken place are due to more than one reason. Stoppage of public works has been one cause, war nervousness another, and some withdrawals have been made for investment purposes. I regard all these drawbacks as of a temporary nature. We are on the eve of much better business. To my mind there cannot be a doubt that the country is entering on an era of unprecedented prosperity. It has not reached the East fully just yet, but in the Western and Northwestern country nothing is heard but the accounts of a people thriving as they have never done before, and supplied with the means of purchasing every necessity for farm or individual. Such reports come to me from Western people, and it is my honest conviction that the entire country will share in a great movement leading to general prosperity.

"Look at the price of securities to-day. War does not seem to affect them. I doubt if even hereafter the prices of securities will be influenced by it to any extent, although favorable happenings cannot fail to advance them. Our people had not been accustomed to a state of war, and they set to work to discount it. Now they see but one outcome—success. The war may drag on for some time, but it cannot affect the business prosperity of the country."

IRON MOUNTAIN BONDS.

The following interesting analysis of the position of St. Louis, Iron Mountain and Southern Railway bonds has been compiled by the Stock Exchange house of Marquand & Parmly. Iron Mountain general 5s have been attracting attention lately by their strength. On Feb. 9 the bonds sold as high as 94⅞; on April 6 they got down to 86, the lowest price so far this year. Around May 1, when attention began to be called to them by investment interests, and when the following circular was first issued, the bonds were selling between 88 and 89. Last Saturday they sold at 95, the highest price of the year. Messrs. Marquand & Parmly say in their pamphlet:

Study of the Iron Mountain reports will show that the position of the securities of this system has greatly improved during the last few years, while their market value has not reflected the change.

The surplus after paying operating expenses, interest on the funded and floating debt, taxes, rentals, and commissions to bankers has been as follows: 1892, $85,200; 1893, $535,556; 1894, deficit, $144,240; 1895, $230,613; 1896, $188,853; 1897, $401,305. Average surplus over all charges for the last six years, $216,212.

During the same period the road has expended upon improvements and betterments, charged to operating expenses and not capitalized, the following sums: 1892, $267,580; 1893, $201,388; 1894, $86,343; 1895, $401,448; 1896, $304,801; 1897, $267,021. Since 1895 the figures given are 38 per cent. of the expenditures for this purpose of the consolidated system, the figures for the Missouri Pacific proper and the Iron Mountain Roads not being separated in the report. Average for betterments in six years, $254,775.

During the same period the Iron Mountain Road has paid to bankers for refunding 7 per cent. mortgage bonds at 4½ per cent. and 5 per cent. commissions as follows:

Refunding first mortgage bonds (first time)	$80,900
Refunding Arkansas Branch bonds	77,000
Refunding first and second mortgage bonds	470,000
Retiring Cairo, Arkansas and Texas bonds and issuing Iron Mountain 5s in their stead	11,000
Total	$638,900

For the six years an average of $106,480 of commissions paid to bankers.

The total saving in interest thus effected is as follows:

Upon $4,000,000 first mortgage bonds	$100,000
Upon $6,000,000 second mortgage bonds	120,000
Upon $2,500,000 Arkansas Branch bonds	50,000
Upon $1,450,000 Cairo, Arkansas and Texas bonds	29,000
Or a total per annum of	$299,000

In 1891, $6,945,000 maturing Cairo and Fulton 7 per cent. bonds were paid off and Iron Mountain 5s issued in their stead. At that time there was an interest charge of $1,462,650 ahead of the interest on the Iron Mountain 5 per cent. bonds. By these and other changes this sum has been reduced to $605,000 in 1898.

The floating debt, representing advances by Directors, &c., has been funded into 5 per cent. gold funding notes. The interest upon these notes in 1897 was $236,150. That amount of annual interest has been placed by the funding process subsequent to the general mortgage bonds. The floating debt represented in only a small degree losses in operation of the system, and was for the most part caused by heavy depreciation in securities in the treasury which had to be written off.

The general mortgage is strictly limited to $45,000,000, of which $12,500,000 is reserved to retire the underlying bonds. The difference between the amount outstanding and the amount authorized is accounted for by the operations of refunding, paying off Cairo, Arkansas and Texas bonds, &c.

The total mileage owned by the Iron Mountain system is 1,429 miles. Of this 185 miles of main line and 124 miles of branches are subject to the first and second mortgages and the Arkansas Branch mortgage. Upon all the rest of the system—namely, all of the lines in Arkansas and the important Cairo Branch in Missouri, are subject to the consolidated mortgage alone, which is the first and only lien on 1,100 miles of the road. This is the best part of the system, affording the short cut to Texas, and in case of disintegration of the system independent connection could be formed with the various roads which are met at the Mississippi River.

The increase in gross earnings of the Iron Mountain Road in 1897 over the preceding year was $597,435.87; net, $211,451.15. The increase of business is not due to the large wheat crop alone, but was very general through every line of business. In 1896, 9.3 per cent. of the total tonnage was bulk grain; in 1897, 11.2. The road carries a greater percentage of lumber and other products of the forest, and also manufactures and merchandise, than of grain. The earnings for the first four months of 1898 show a corresponding increase over those of last year,

Four months, 1897	$3,569,609.27
Four months, 1898	4,115,653.53
Increase	$546,044.26

We think the time has come to recognize the 5 per cent. consolidated land grant gold bonds of the St. Louis, Iron Mountain and Southern Railway as a high-class security. They have demonstrated their ability to earn and pay their interest, and they are deserving of a place alongside of such securities as Chesapeake and Ohio consolidated 5s, Ontario and Western firsts, Central of New Jersey consolidated 5s, Wabash firsts, and similar high-grade securities selling well above par.

EARNINGS OF MISSOURI PACIFIC.
(Entire system.)

1896	$22,011,960.49
1897	24,805,451.21
Net surplus, 1897	495,120.78
Four months, 1897	7,422,199.01
Four months, 1898	8,727,341.25
Increase	1,305,142.24

The funded debt is divided as follows:

ST. LOUIS, IRON MOUNTAIN AND SOUTHERN.

First mortgage, due 1947, redeemable at 105, interest 4½ per cent., February and August, currency	$4,000,000
Arkansas Branch, due 1935, redeemable at 105, interest 5 per cent., June and December, gold	2,500,000
Second mortgage, due 1947, redeemable at 105, interest 5 per cent., May and November, gold	6,000,000
*General Consolidated Railway and Land Grant, due 1931, interest 5 per cent., April and October, gold	30,350,000
First preferred incomes, due 1914, interest 7 per cent., gold	44,607.50
Gold funding notes, interest 5 per cent. (Authorized $4,744,000.)	4,723,000

*Limited by terms of mortgage to $45,000,000, including $12,500,000 to take up the above prior liens.

MISSOURI PACIFIC.

First mortgage, due 1938, interest 4 per cent., February and August, gold	$7,000,000
Second mortgage, due 1938, interest 5 per cent., January and July, currency	2,573,000
Third mortgage, due 1906, interest 7 per cent., May and November, currency	3,828,000
And several minor mortgages, aggregating	1,687,000
Consolidated first mortgage, due 1920, interest 6 per cent., May and November, gold	14,904,000
Gold Trust bonds, due 1917, interest 5 per cent., March and September	14,376,000
First collateral mortgage, due 1920, interest 5 per cent., February and August, gold	7,000,000
Funding notes, due 1905, interest 5 per cent, March and September, gold. (Authorized $8,256,000.)	6,712,000

At 95 Iron Mountain 5s pay 5⅝ per cent. At 97 Missouri Pacific consols pay 6¼ per cent. At 80 gold trust 5s pay about 7 per cent. At 70 collateral trust 5s pay about 8 per cent. None of these bonds has ever failed to pay a coupon when due.

OUTLOOK FOR MONEY ABROAD.

Says The London Statist in discussing the outlook for the British money market:

"While the indications at the moment seem to indicate that gold will continue to flow in, and a reduction in the bank rate is discussed, the reasons for caution are still with us. With a large American loan on the point of issue, with Japan desirous of raising money, and with Russia contemplating further borrowing, there is a natural desire on the part of the borrowers to see the London money market again easy, and everything is apparently being done to allay the apprehension that money is likely to become dearer. But the fact nevertheless remains that our indebtedness to the United States is still very great, and that America has the power of drawing a large sum of gold from Europe should it require to do so. It is now said that the United States Government is preparing for the issue of a loan of $200,000,000, or £40,000,000. Should anything like this sum be raised, the United States may require to withdraw much of its balance lying in Europe. At any rate, until the loan is issued and its effect can be gauged, it would be wise not to regard the present high exchange from the United States as likely to be permanent, or to think that all danger of gold outflow has ceased."

FINANCIAL ANNOUNCEMENTS.

Coupons maturing June 1 from bonds of the Minneapolis and St. Louis Railroad Company will on that date be paid at the office of the Central Trust Company, 54 Wall Street, New York, on presentation.

THE "TYPISTS" OF LONDON.

Official Report Upon the Conditions of These Women Workers.

From The Pall Mall Gazette.

Although it is believed that some thousands of women are working as typists in London, the first systematic attempt to inquire into the conditions of their work is embodied in the first installment of a report presented to the Women's Industrial Council at the quarterly meeting last week by its Investigation Committee. Thirty-four employers have been interviewed, and thirty employes, who between them have worked in sixty-five offices. The hours worked average from 9:30 A. M. to 6:00 P. M., while overtime varies from "one to two hours occasionally" to "three or four hours frequently." There are exceptional cases of excessive hours. "Sometimes till twelve." "Occasionally from 7 A. M. to 9, 10, or 11 P. M." "Once worked from 9:30 A. M. till 10 P. M. next day, with an interval for a wash. Meals taken at the machine."

Wages vary from 10s a week to beginners and the incompetent, to 50s for first-rate workers. Overtime is paid 6d or 1s a night, but in three cases no extra payment was made.

The investigators divide the workers into three grades:

First. The well-educated girls, knowing one or more foreign languages, and having good all-round information. These learn their trade in a typing office, but when fully trained prefer to enter business houses, where the salaries are about £2 a week, sometimes more, and where hours are moderate. "The better the house, the shorter the hours."

Second. Girls who, whether well educated or not, are capable and intelligent. The pay of these varies from 20s to 30s, and they form the staple supply of the better class of typing office, or occupy secondary posts in commercial houses.

Third. Girls, who in old days would have become domestic servants or dressmakers, but who are tempted by the supposed gentility of the employment to enter upon what is an ill-paid and wearing life. They usually make from 10s. to 15s. a week, many of them being partially supported at home. These workers are turned out in dozens by the big typing schools. They are probably paid as much as they are worth, and their work, poor and mechanical as it is, supplies a certain demand.

The conditions of life vary very much, according to the character of the employer. If the latter is a "driver," an office can be made intolerable, and the life becomes one of nervous exhaustion. The best offices and commercial houses complain of the scarcity of first-rate typists, and are anxious to secure educated, intelligent girls of the high-school stamp; but it is doubtful whether the salaries offered, when combined with short holidays and uncertain overtime, are sufficient to attract the best of these. The strongest indictment of the investigators is against the sanitary conditions which prevail. In several cases all lavatory accommodation was non-existent, and in numerous others such separate accommodation as is required by the Factory acts was wanting, a state of things which leads to much hardship and injury to health. Upon this point the council feels strongly that some regulation is desirable, and that, though matters are improving under pressure of public opinion, and new buildings are usually well arranged in this respect, proper alterations might be more frequently made and the present generation of workers better provided for.

There is no cause for proposing to include typists under existing acts, for the total number of hours worked do not habitually reach the limit allowed in factories, and limiting the hours might result in throwing the work into the hands of law stationers, although it is believed that all-night work might be prevented without having this effect. There is no doubt that a strong union might improve both wages and conditions, but there are difficulties in the way which would not be easy to overcome. The chief aim of all workers should be to reach as high a standard as possible, as for the best work there is always a demand.

Massachusetts Socialists.

LYNN, Mass., May 29.—The Socialist Labor Party Convention to-day made the following nominations: Governor—George R. Pearce, Lynn; Lieutenant Governor—Michael F. Berry, Haverhill; Secretary of State—James F. Stevens, Boston; Treasurer and Receiver General—Mrs. Martha Moore Avery, Boston; Attorney General—Clarence E. Spelman, Westfield; Auditor—John Palmer, New Bedford. The remainder of the ticket will be nominated to-morrow.

FINANCIAL.

American Express Co.
Established 1841. Capital, $18,000,000.
65 BROADWAY.

Issues **TRAVELERS CHEQUES** immediately available as funds everywhere.

Draws **FOREIGN DRAFTS** in Sterling, Francs, Marks, and **Money Orders,** on all parts of the Commercial World.

Makes **CABLE TRANSFERS** of money to England and the Continent.

These facilities are obtainable at all offices of the Company.

DIVIDENDS.

OFFICE OF THE
Northern Pacific Railway Company

Mills Building,
New York, April 13, 1898.

At a meeting of the Board of Directors held this day there was declared from the net earnings a dividend of 1 per cent. on the Preferred Stock of this Company for the quarter ending June 1st, 1898, same to be paid June 3d, 1898, to the holders of record of the Preferred Stock at the closing of the transfer books on May 10th, 1898.

For the purpose of such dividend, the transfer books of this Company will be closed at 3 P. M. on May 10th, 1898, and will be reopened at 10 A. M. on May 20th, 1898.

NORTHERN PACIFIC RAILWAY COMPANY,
By GEORGE H. EARL, Secretary.

23 Wall Street,
New York, April 13, 1898.

The above dividend of 1 per cent. will be payable on June 3d, 1898, to holders of record at the close of business on May 10th, 1898, on the books of the Voting Trustees for certificates of Preferred Stock of the Northern Pacific Railway Company. The transfer books of the Voting Trustees for certificates for Preferred Stock will close in New York and Berlin at 3 P. M. on May 10th, 1898, and will be reopened at 10 A. M. on May 20th, 1898.

J. P. MORGAN & CO., New York.
DEUTSCHE BANK, Berlin.
Agents for Voting Trustees.

Office of Welsbach Commercial Company,
40 Wall St., New York, May 12, 1898.

The Directors have this day declared a quarterly dividend of TWO PER CENT. on the preferred stock, payable June 10, 1898, to stockholders of record at the close of business May 31. Transfer books of the preferred stock will be closed from June 1 to June 10, both inclusive. Checks will be mailed.
EDWARD C. LEE, Treasurer.

Mobile and Ohio Railroad Company,
TREASURER'S OFFICE,
MOBILE, Ala., May 23, 1898.

Coupon No. 38 of the First Mortgage Bonds of this Company, due June 1, 1898, will be paid, on presentation, on and after that date, at the Farmers' Loan and Trust Company, in the City of New York.
HY. TACON, Treasurer.

Texas and Pacific Railway Co.
Coupon Notice.

Coupon No. 21 of the First Mortgage 5 Per Cent. Bonds of this Company, due June 1st, 1898, will be paid on and after that date on presentation at the office of the Mercantile Trust Company, No. 120 Broadway, New York City.
C. E. SATTERLEE, Treasurer.

Missouri, Kansas & Texas Ry. Co.,
45 Wall St., New York, May 20, 1898.

Coupons of the MISSOURI, KANSAS & TEXAS RY. CO. first mortgage bonds, maturing June 1st, 1898, will be paid upon presentation at this office on and after that date.
C. G. HEDGE, V. Prest. & Treas.

Minneapolis & St. Louis R. R. Co.

Coupons maturing June 1st, 1898, from Bonds of the Minneapolis & St. Louis Railroad Company will be paid on and after that date upon presentation at the office of the Central Trust Company, 54 Wall Street, New York.
F. H. DAVIS, Treasurer.

Tennessee Coal, Iron and R. R. Co.,
No. 80 Broadway, New York, May 20th, 1898.

The Coupons due June 1st, 1898, on the bonds of the Cahaba Coal Mining Company will be paid at maturity, at the Fourth National Bank, New York City.
J. BOWRON, Treasurer.

Kewaunee, Green Bay & Western R.R.

Coupons due June 1, 1898, will be paid at the office of the Company, 40 Wall St., New York City.
MARK T. COX, Treasurer.

MEETINGS AND ELECTIONS.

Stockholders' Meeting.

Notice is hereby given that a meeting of the Shareholders of the Second National Bank of the City of New York will be held at its banking house, 190 Fifth Av., in said city, on the 28th day of June, 1898, at 10 o'clock A. M.

The object of said meeting is to change the Articles of Association of said Bank by increasing the number of its Directors to not less than eleven nor more than fifteen, and by prescribing that five shall constitute a quorum.

Dated New York, May 26, 1898.
By order of the Board of Directors.
J. S. CASE, Cashier.
JOHN L. RIKER, DANIEL A. DAVIS, JAS. STILLMAN, } Shareholders and Directors.

New York Produce Exchange Bank.
New York, May 23, 1898.

The annual election of Directors and Inspectors of Election will be held in this bank on Monday, June 6, 1898.

Polls open from 1 to 2 P. M.
WILLIAM A. SHERMAN,
Cashier.

THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

Wheat, No. 2 red	$1.33½
Corn, No. 2 mixed	38⅝
Oats, No. 2 mixed	32½
Flour, Minnesota patents	6.85
Cotton, middling	6 9-16
Coffee, No. 7 Rio	6½
Sugar, granulated	5⅝
Molasses, O. K. prime	30
Beef, family	12.75
Beef hams	23.75
Tallow, prime	4⅞
Pork, mess	11.50
Hogs, dressed, 160 lb	5¾
Lard, prime	6.35
Butter, Western creamery	16½
Iron, Northern, No. 1 foundry	11.75

CHICAGO, May 28.—Flour steady; Winter patents, $6.50@$6.70; straights, $6@$6.20; Spring patents, $7.20@$7.40; bakers', $4.90@$5.15; No. 2 Spring Wheat, $1.15@$1.20; No. 3 Spring wheat, $1.10@$1.30; No. 2 red, $1.67; No. 2 corn, 32⅝c; No. 2 yellow corn, 32½c; No. 2 oats, 26@26½c; No. 2 white, 30@30½c; No. 3 Winter, 28@28½c; No. 2 rye, 48@50c; No. 2 barley, 37@45c; No. 1 flaxseed, $1.30; prime timothy seed, $2.85@$2.90 mess pork, per bbl, $11.45@$11.50; lard, per 100 lb, $6.10@$6.12½; short ribs sides, (loose,) $5.75@$6.10; dry-salted shoulders, (boxed,) $5@5¼c; short clear sides, (boxed,) $6.25@$6.35.

COTTON.

There was no cable news from the English markets Saturday, owing to Whitsuntide holidays. This fact and in anticipation of Decoration Day in this country, led local traders to even up their outstanding contracts, especially as the uncertainties of the situation were increased by the possibility of manipulation of the Summer months. Wall Street traders were again buyers, but only in a small way. Still another feature of the situation, calculated to increase the caution of operators in cotton, was the conflicting character of crop news, and some recent indications of a broadening tendency on the part of investment buyers and what is termed "the outside public." Saturday's market opened dull but steady at unchanged prices to an advance of 1 point, advanced 3@6 points, eased off partially under liquidation, and closed steady at a net advance of 2@4 points. Total sales of futures, 33,800 bales.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
May	..	..	..	6.44@6.45
June	..	..	..	6.44@6.45
July	6.44	6.50	6.44	6.48@6.49
August	6.48	6.54	6.48	6.52@6.53
September	6.36	6.37	6.35	6.37@6.38
October	6.33	6.36	6.33	6.35@ ..
November	6.34	6.34	6.33	6.35@6.36
December	6.35	6.37	6.35	6.37@6.38
January	6.37	6.40	6.37	6.39@6.40

BREADSTUFFS.

Wheat.

A weakness that was a little short of demoralization settled down over the wheat market Saturday. It began with an attack by local bears and developed into a general movement of active unloading by room traders and foreign selling by one or two European houses. The May and July options suffered most under this pressure of long wheat, the former losing 11c and the latter 4½c for the day, although closing prices were not quite at the lowest point. On the curb there was some rally, July selling from $1.09⅛ to $1.10⅛ and closing at $1.10. September ranged from 86¾ to 87½c, closing 87¼c bid.

The most important influence connected with the forenoon decline, perhaps, was a general belief that the May short interest here at least was well provided for with wheat, which has been arriving freely for some time past. There has been no one here to absorb these car lots as has been the case in Chicago, and the pressure on our market was consequently very great. In addition to this the bear contingent, favored by crop news and cables, have pounded the market incessantly all the week and gradually undermined the long interests, many of which had been accumulated within the past week or so in expectation of a strong wind-up of the May deal. No. 2 red closed $1.33½, free on board, afloat, export grade.

MINNEAPOLIS, May 28.—May, $1.42; July, $1.41½; September, 83¾c; No. 1 hard, $1.40¾; No. 1 Northern, $1.38¾.

DULUTH, May 28.—No. 1 Northern, cash, $1.45 bid; May, $1.45; July, $1.42; September, 84½c.

MILWAUKEE, May 28.—No. 1 Northern, $1.26; No. 2 Northern, $1.20; July, $1.26.

Corn.

No. 2 corn closed at 38⅝c, free on board, afloat.

Oats.

No. 2 oats closed at 32½c; No. 3 oats, 32c; No. 2 white, 33½c; No. 3 white, 33c; No. 2 white clips, 34c; track mixed, 32½@33½c; track white, 33@38c.

Miscellaneous.

RYE—No. 2 Western, 63c, free on board, afloat; State rye, 61½c, nominal, free on board, afloat, 56@58c, cost, insurance, and freight, track. BARLEY—Feeding, 44@45c, cost, insurance, and freight, New York.

Flour and Meal.

Spring patents, $6.60@$7.10; Winter straights, $6.10@$6.25; Winter patents, $6.40@$6.65; Spring clears, $5.20@$5.50; extra, No. 1 Winter, $5.10@$5.35; extra No. 2 Winter, $4.80@$5; no grade, $1.90@$1.95. RYE FLOUR—$3.65@$4. CORN MEAL—Kiln-dried, $2.35@$2.45, as to brand. BAG MEAL—Fine white, 90@95c; fine yellow, 90c; coarse, 77@79c. FEED—40, 60, and 80 lb, Winter, in bulk, spot, 75@85c; Spring, bulk, spot, 70@75c; to arrive, 65@72½c; middling, bulk, 90@95c; rye feed, 65@70c; city feed, 90c; hominy chop, 70@72½c; oil meal, $26@$27; screenings, 30@75c.

MINNEAPOLIS, May 28.—Flour—First patents, $6.60@$6.80; second patents, $6.45@$6.55; first clears, $5.30@$5.50; second clears, $4.30@$4.50.

FUTURES.

NEW YORK PRICES.

	Open.	High.	Low.	Close.
Wheat—				
May	..	..	..	1.35
July	1.12	1.13¼	1.08½	1.09⅛
September	.88¾	.89⅛	.86¾	.86¾
Corn—				
May	.37¼	.37¼	.36⅞	.36⅞
July	.37⅝	.37⅞	.37¼	.37⅜
September	.38⅜	.38⅞	.38¼	.38¼
Oats—				
May	..	..	..	.32½

CHICAGO PRICES.

	Open.	High.	Low.	Close.
Wheat—				
May	1.72	1.75	1.70	1.75
July	1.04⅝	1.06	1.01½	1.03½@1.03⅝
Sept	.85	.85	.82¾	.83½
Corn—				
May	.33	.33	.32½	.32⅞
July	.33¼	.33¼	.32½	.33
Sept.	34	.34⅛	33 3-16	.33⅞
Oats—				
May	.27	.27	.26½	.26½
July	.24¼	.24⅜	.23⅞	.24⅛
Sept.	.21⅞	.22⅛	.21⅝	.21⅞

PROVISIONS.

PORK—Mess, $11.50@$11.75; family, $12.50@$13.50; short clear, $12.50@$14.50. BEEF—Mess, $10.50@$11; family, $12.50@$13; packet, $11.50@$12; extra India mess, $18@$19. BEEF HAMS, $23.50@$24. DRESSED HOGS—Bacons, 5⅝c; 180 lb, 5⅝c; 160 lb, 5¾c; pigs, 5⅝@6c. CUTMEATS—Smoking bellies, 7¼c; 10 lb, 7c; 12 lb, 6⅝@6¾c 14 lb, 6¼c; pickled shoulders, 4¾c; pickled hams, 7⅝@8c; Western green, 16 lb, 7¼c; Western S. P., 7¼c. TALLOW—City, 4¼c bid; country, 3⅞@4½c. LARD, $6.35@$6.40; city lard, $5.85@$6; refined, South America, $7.25; Continent, $6.60; Brazil, kegs, $8.35; compound, city, 4⅞@5c; Western, 5@5¼c. STEARINE—Oleo, 6¼c; city lard stearine, 7@7¼c.

COFFEE.

Speculation in Brazilian coffee futures continues to show a broadening tendency now that the American visible supply is working toward a less burdensome volume. The market was unusually brisk for a Saturday, and transactions for the day reached 14,250 bags. Opening steady at unchanged prices, the market gradually braced up largely as the result of a disposition to avoid the consequences of possible sensational features that might accumulate before business is resumed Tuesday morning. The market closed steady, with prices unchanged to 15 points higher.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
May	..	..	..	5.85@5.95
June	5.85	5.85	5.85	5.80@5.85
July	..	..	..	5.80@5.90
August	5.85	5.85	5.85	5.85@5.90
September	5.90	5.90	5.90	5.90@5.95
October	..	..	..	5.90@6.00
November	..	..	..	5.95@6.00
December	6.00	6.05	6.00	6.00@6.05
January	..	..	..	6.05@6.15
February	..	..	..	6.15@6.20
March	6.20	6.25	6.20	6.25@6.30
April	..	..	..	6.25@6.35

FOREIGN MARKETS.—Santos, good average Santos nominal; stock, 323,000 bags. Hamburg—½@¾ pfennig net higher; sales, 4,000 bags. Havre—¼f higher; sales, 6,000 bags. January, 38.50; February, 38.50; March, 39.75; April, 39.00; May, 37.50; June, 37.50; July, 37.50; August, 37.50; September, 37.75; October, 37.75; November, 38.00; December, 38.25. Rio—No. 7 Rio, 8$500; receipts, 8,000 bags; cleared for the United States, 4,000 bags; stock, 180,000 bags.

SUGAR.

Centrifugal, 4 5-16c; muscovado, 3¾c; molasses sugar, 3½c.

OILS.

Prime crude, 21@22c; prime crude, free on board, mills, 18@19c; prime Summer, yellow, 26c; off Summer, yellow, 25@25½c; butter grades, 28@@30c; prime white, 31@32c; prime Winter, yellow, 30@32c; linseed, American, raw, 44@45c; American, boiled, 46@47c; Calcutta, raw, 54c; lard oil, choice, 52@53c.

WOOL.

Current quotations of carpet wools, based on Wool Exchange official classification, as follows: Carpet—Aleppo, washed, 23@23½c; Angora, 14@14½c; Bagdad, black, 20@21c; Bagdad, fawns, 20@21c; Bagdad, whites, 22@23c; Bokhara, colors, 13½@14c; Bokhara, whites, 15@16c; camels' hair, Russian, 13@13½c; China, ordinary, 11@14c; China, combing, 15@17c; Cordova, 14@14½c; Donskoi, Autumns, 17c; Donskoi, combing, 23@25c; Donskoi, colors, 20@23c; Donskoi, lambs, 16@18c; Scotch, 16@17c; Valparaiso, 13@14c. East India and Asiatic—East India, Joria and Vicaneer, 24@27c; East India, Kandahar, 22@25c; East India, carpet filling, choice, 17@18c; East India, carpet filling, low, 12@15c; Georgian, B. O., 16@17c; Georgian, B., 14@16c; Georgian, B. S., 13@15c; Karadi, choice, 17@18c; Karadi, ordinary, 15@17c; Khorassan, colors, 14½c; Khorassan, white, 18@19c; Mohair, Turkish, 42@46c; Mossul, washed, 17@19c; Mossul, unwashed, 14c; Oporto, 19c; Salonica, 12@13c.

METALS.

Iron, Northern, No. 1 foundry, $11.75; iron, Southern, No. 2 soft, $10.15; steel rails, $18; pig iron warrants, $6.90; lake copper, ingot, $12.05; tin, $14.90; lead, $3.75; spelter, $4.30.

NAVAL STORES.

Tar, regulars, $1.85@$1.95. Tar oil, barrels, $3.37½@$3.50. Pitch, $1.85. Spirits turpentine, regulars, 29c; machines, 29¼c. Resin, common to good strained, $1.42½@$1.45; E, $1.50@$1.55; F, $1.67½; G, $1.72½@$1.75; H, $1.82½; I, $1.90; K, $1.95, M, $2; N, $2.10; W. G., $2.20; W. W., $2.30.

WILMINGTON, N. C., May 28.—Spirits turpentine unchanged; resin unchanged; tar, $1.10; crude turpentine, $1, $1.60, and $1.70.

CHARLESTON, S. C., May 28.—Turpentine, 29c; resin unchanged.

SAVANNAH, May 28.—Spirits turpentine, 27½c; resin unchanged.

LIVE STOCK.

BEEVES—None for sale. CALVES—Veals, $4@$4.05; buttermilks, nominal at $4@$4.50; city-dressed veals, 8@9½c per lb. SHEEP AND LAMBS—Sheep and yearlings nominal; prime lambs, $7. HOGS—Southern and Western pigs, $3.80@$4; medium and heavy hogs, $4.25@$4.50; light Western do, $4.10@$4.15.

PARLIAMENT SHAMES CONGRESS.

The English Legislature's Average Is 128 "Private" Bills Yearly.

A Parliamentary paper recently issued states that during the years 1891-7 the aggregate number of petitions for private bills deposited in the private bill office was 1,106, or an average of 158 a year; of private bills read a first time in the House of Commons, 1,052, or an average of 150 2-7 a year; of private bills considered in the House of Lords under Standing Order No. 79, 531, or an average of 75 6-7; of private bills first so considered in the House of Lords brought from the Lords, 430, or an average of 61 3-7; of private bills (estate, &c.,) originated in and brought from the Lords, 11, or an average of 1 4-7; or private bills decided on by opposed committees, 347, or an average of 49 4-7; of private bills treated as unopposed and referred to the Chairman of Ways and Means, 592, or an average of 84 4-7, and of private bills that received the royal assent, 898, or an average of 128 2-7 a year.

HUMOR IN A COURT CASE

Some Remarkable Contentions in Briefs Presented to the Tennessee Supreme Court.

OPINION BY JUDGE WILKES

Curious Points of Law Brought Out to Determine Whether a Railway Company or a Mare Was Responsible for Damages to the Latter on the Former's Tracks.

The humor of the court room, of which much has been said and written and which recently furnished a member of the Texas bar the excuse for making a book, was strikingly illustrated the other day in a case decided by Judge Wilkes of the Tennessee Supreme Court. The case was that of the Southern Railway Company against Phillips, which came up from the Circuit Court of James County. The case was stated thus: "In an action to recover damages for injuries to plaintiff's mare while on defendant's track, it appeared that the animal ran on the track in front of one of defendant's engines, that the engineer used every effort to compel her to get off the track, and finally succeeded, when the animal ran onto a trestle bridge and was injured. Held, that there was no negligence on the part of the railroad company, and judgment for plaintiff was reversed."

Judge Wilkes, in his opinion, reviews the case as presented by an agreed statement of facts, and then says that an examination of the briefs of attorneys discloses much that is not in the record. Thus the counsel for the railroad company "contends that the mare inflicted the injuries upon herself, insisting that the proximate cause of the injury was the determination of the mare to cross the bridge, when she might much more readily have gone down the six-foot embankment, and been safe; that she was guilty of the grossest contributory negligence in her efforts to cross the bridge, in stepping on the vacant spaces between the ties, and not on the ties themselves. It is insisted that the railroad did all it could to prevent injury; that the fireman approached the animal in a quiet, peaceable, undemonstrative manner, and with the best of intentions; that it was in January; the weather was cold, and the fireman could not be expected to wade the creek in order to get around the animal and prevent her from crossing the trestle; and besides, such a proceeding would have caused delay, interfered with the commerce between the States, and exposed the train to be run into front or rear, or both, by other trains.

Common Observation a Guide.

"It is argued that common observation teaches that a horse will not cross an open trestle, and that an elephant will not cross a bridge, even when it is floored; and, the horse being the most intelligent of the dumb animals, the fireman had a right to presume it would leave the track down the embankment, instead of attempting a trapeze performance in midair. It is also said by counsel, as an evidence of the fireman's good faith, that when he saw the animal cross the first trestle and come to the second and hesitate, he then went entirely around her and enjoined her from going over the second one; and it is insisted that government by injunction in such a case is legitimate and proper.

"The counsel for the plaintiff insists, however, that the fireman knew that the general course of the mare was along the track, and that she was frightened, and common sense dictated that he should get off the track and go around the animal, instead of following on behind her. Counsel say that they do not insist that the fireman should have waded the creek to get around the mare, but he should have gotten out to one side and 'shooed' her off the bank, like a woman shooes her chickens out of the flowerbed. It is argued by the counsel for the plaintiff that when the mare stopped at the trestle and hesitated to cross it she showed good horse sense, and, if the fireman had shown as much sense as the mare, the accident would not have happened.

"Counsel for the railroad company cite the court to the case of Holder vs. Railroad Company, 11 Lea, 176, as controlling in this case. In that case a mule jumped on the track in front of an approaching train. The whistle was sounded, the bell rung, the mule ran along the track in front of the train until it reached a trestle, jumped off, and was killed. The train in the meantime had been stopped. The court held the railroad not liable, as the train did not strike the mule, but it killed itself by jumping from fright, and also from the bridge. The consideration of this case has given the court much concern. It has been before the court in consultation more than once, besides being very exhaustively argued at the bar. It is very earnestly impressed upon us that the case in 11 Lea is not controlling and that it must be distinguished from this case on several grounds. It is insisted that the first difference in the two cases is that in that case it was a mule and in the present case it is a mare. But this does not seem to us to present a satisfactory ground of distinction, inasmuch as the mare and mule are bound quite closely by ties of consanguinity.

A Mule's Sire Is a Horse.

"In addition, we are confronted with the case of Richardson vs. Duncan, 2 Heisk. 220, in which this court, after mature deliberation, held that a mule's sire is a horse in the eye of the law, whatever may be the facts. The next difference in the cases is that in this case the mare attempted to cross the stream by stepping on the open spaces between the ties, while in the Holder case the mule tried to jump over the stream, bridge and all. In that case the mule was killed. In this the mare went over somewhat disfigured, but still on the track, and ready for another trestle. In that case the plaintiff got no verdict. In this one he did. These appear to be the only features of difference that counsel have been able to point out, and they are not entirely satisfactory to the court.

"The court finds it very difficult to explain the conduct of this mare. When the train was chasing her down the track, with whistle and bell and engine and cars, she stopped at the bridge, and refused to cross; but, when the fireman drew near, she ran across the first trestle, and was ready to try the second one if necessary. It is not shown there was anything unusual in the appearance of the fireman. Possibly he had on his black clothes, and his face may have been covered with smoke; but this does not appear in the record, and it does not appear that he made any demonstrations or noise, or struck any unusual attitudes, that would so frighten this animal as to make her cross the bridge, which she refused to do before a locomotive.

East Tennessee Animals Peculiar.

"Perversity and a disposition to have their own way seems to be a peculiarity of East Tennessee animals. It is only a short time since this Court had to pass upon the case of a Texas pony that committed suicide. In that case, since the animal had been transferred from the plains of Texas to the mountains of East Tennessee and had not become acclimated, the suicide could be easily explained. Lyon vs. Stills, (97 Tenn., 514; 37 S. W. Rep., 280.) In another case, two hounds, in a fox chase in McMinn County, disputed the right of way with an approaching train over the tracks of this same railroad. The consequence was that one was immediately transferred to the happy hunting grounds, where there are no railroads or other corporations, as they have no souls, and consequently no hereafter. The other was not killed, but was immediately converted into a thoroughly trained dog.

"But, while this perverse disposition seems to exist in the animals of East Tennessee, it is not shown that this fireman knew of it; and, being on a through train, the presumption is that he did not know of these local peculiarities. Counsel for plaintiff says that any farmer knows that it is negligence, pure and simple, to approach a mule or frightened horse without soft words and kindly, outstretched hands. The distinction here made between a mule and horse is well taken; that is, that it is dangerous to approach a frightened horse, but dangerous to approach a mule, whether he is frightened or not. This court judicially knows this to be a fact, and it is agreed the fireman ought to have known as much as this court—about horses and mules. Upon the whole case the court is of opinion that, inasmuch as the mare has recovered, the plaintiff ought not to recover; that the fireman did as much as could be required, and no negligence is shown."

The following comment is made by the reporter of the case:

"The court, no doubt, in the above case appears to have been influenced in its decision by its leaning against the mare because of her close consanguinity to a mule, against which the decisions heretofore seem to have been unfavorable, but, as the mare was not the plaintiff, nor interested in the money to be recovered, it is difficult to see, from a 'horse sense' view of the case, which the court seems to have taken, why the owner's conduct in the case of the animal had not quite as much to do with the defendant's responsibility as a matter of law as did the 'trapeze antics' of the mare."

IN THE REAL ESTATE FIELD

The following sales of suburban property will take place to-day:

On the premises at 1 P. M., by the Jere. Johnson, Jr., Company, executor's sale, 515 lots in the Thirty-second Ward, Brooklyn, situated on Flatbush Avenue, King's Highway, Avenues K and L, and East Thirty-fourth to East Thirty-eighth Street.

On the premises at 1:30 P. M., by William M. Ryan, public austion sale, 129 lots and six new houses in the Twenty-fourth Ward, situated on Rosedale, Commonwealth, St. Lawrence, and Classon Avenues, between West Farms and the New York Catholic Protectory.

On the premises at 11 A. M., by McNulty & Fitzgerald, public auction sale, 360 lots, situated on either side of Ocean Parkway, Brooklyn, immediately south of Prospect Park.

PROFIT FROM GARBAGE.

Burning of City "Dust" Produces Electricity and Dividends.

From The London Times.

At the meeting of the Shoreditch Vestry on Tuesday the Electric Lighting Committee presented a statementof accounts showing the work for the nine months ended March last. The power for the dynamos is obtained from the dust destructor, the consumption of coal being less than a ton a day. Altogether 491,107 units had been generated, of which 80,791 had been used for lighting the streets, 203,504 by private consumers, 156,725 used on the works, and 50,087 unaccounted for. The accounts showed a profit and balance of £1,701 17s. 9d. Mr. Kershaw, the Chairman of the committee, said that certain items included in the accounts belonged to the dust destructor proper, and after allowing for these and other sums there was a profit of £4,264, which upon their capital outlay of £65,000, meant a dividend of 6½ per cent. They had in the nine months the most phenomenal result obtained by any municipal electric lighting undertaking in the country. After allowing for the proper repayment of principal and interest they had a net balance of £2,072, and he thought the committee would repay the amount advanced to them out of rates, and even then would have a balance in hand of £700, and that upon nine months' working. Mr. Winkler criticised the accounts and said they were incomplete and did not bear out all that was said of them. Mr. Vandy, on the other hand, supported them and said if the vestry sold to a company they would make a profit of £50,000. The vestry resolved to borrow a further sum of £15,700 for the purposes of the committee.

HOTELS.

FIFTH AVENUE HOTEL,
MADISON SQUARE, NEW YORK.

American and European Plans.

The most Famous Representative American Hotel.
New as the Newest.
Always Fresh and Clean.

The location, on the beautiful Madison Square at the intersection of Broadway and Fifth Avenue, is the most central and delightful in the city.

It is in the very heart of the shopping district, and easily accessible to the art galleries and amusements; and has direct car communications with all railways and important points.

It is less than ten minutes by electric car from the Twenty-third Street entrance of the hotel to the stations of the New York Central, Harlem & New Haven Railroads; and less than fifteen minutes to the Twenty-third and Twenty-fourth Street Ferries of the Pennsylvania and the Erie Railroad systems.

It affords the most liberal accommodations in the City.

The American Plan will be maintained as heretofore, without change, at the highest standard of excellence. Terms $5.00 per day and upwards, including steam heat or open fires.

The European Plan will have every possible resource and convenience for those who prefer that plan. Terms for rooms, $2.00 per day and upwards, including steam heat or open fires.

HITCHCOCK, DARLING & CO.,
PROPRIETORS.
Cable address, "FIFTH."

THE SCHUYLER,
A NEW HIGH-CLASS FAMILY HOTEL.
STRICTLY FIREPROOF.
59 and 61 West 45th st., between 5th and 6th aves.

Apartments consist of vestibule and two or three rooms and bathroom; or five rooms and two baths. All rooms, including bathrooms, have outside light and air—no dark or court rooms. Improvements have been installed that are not to be found in any other building of its kind in the city—such as long-distance telephone, steel safe, refrigerator, running ice water and unusually abundant closet room. All water used in building is filtered. Apartments engaged now will be decorated to suit tenants. Apartments can be seen every day between 12 and 4 o'clock. Plans and information at THE IMPERIAL REALTY COMPANY, owner, 1133 Broadway, corner 26th St., or A. W. EAGER, Manager, 220 Broadway.

APARTMENTS TO LET—UNFURNISHED

126-128 EAST 34th ST.
Corner Apartment.
EIGHT ROOMS AND BATH, BUTLER'S PANTRY, SERVANTS' TOILET; ALL LIGHT ROOMS, HANDSOMELY DECORATED; ELEVATOR, ELECTRIC LIGHT, HALL SERVICE, AND EVERY MODERN CONVENIENCE.
Superintendent on Premises.

CITY REAL ESTATE FOR SALE.

AUCTIONEER. AGENT.
Geo. R. Read
REAL ESTATE,
10 Wall and 9 Pine St. 1 Madison Av.
BROKER. APPRAISER.

COUNTRY HOUSES TO LET—FURNISHED.

SOUTHAMPTON
& SHINNECOCK HILLS, L. I.
Furnished cottages to rent. List now ready.
J. Metcalfe Thomas, 19 Liberty St.

COUNTRY HOUSES TO LET—UNFURNISHED.

NUTLEY, N. J.
40 MINUTES VIA ERIE RAILROAD; several very attractive, modern houses; well shaded lawns; stables; rent, $350 to $650; golf, tennis; good wheeling. JAMES R. HAY, 70 Broadway.

HOUSES AND FLATS WANTED.

WANTED—A small house, furnished or unfurnished, to lease for one or two years; west side, between 70th and 80th Sts. preferred; family, man and wife; highest references given and required. Address by letter, T. F. CAHILL, Jr., 72 Broadway.

[illegible] BAD CHECKS.

[illegible] a Charge of [illegible] Butcher.

[illegible] Ellis, twenty-five years old, of [illegible] First Street; George M. [illegible] years old, of 385 Smith Street, [illegible] Charles S. Northrop, thirty-[illegible] an advertising agent of 370 [illegible] were arraigned in the York-[illegible] Court yesterday charged with [illegible] passed worthless checks on Adolph [illegible] a butcher, of 426 East Seventy-third [illegible].

[illegible] who recently completed his term of [illegible] in the United States artillery, [illegible] in court that he had been made the [illegible] of swindlers. The checks causing the [illegible] were for small amounts, ranging [illegible] $15 to $22, drawn on the Wallabout [illegible] of Brooklyn and bearing the signature [illegible] Northrop. Ellis is the patentee of a step-[illegible], and when his army service expired [illegible] sold the patent outright to Townsend & Smith, brokers at 320 Broadway, who gave [illegible] payment stocks in the Niagara Manufacturing Company to the amount of $2,500 and elected him Superintendent of the company. When he asked Smith for money a [illegible] ago he said the latter gave him checks signed by Northrop, which Ellis passed on his butcher. The checks were returned from the bank as worthless. [illegible] was arrested on Friday. He told the detectives of his transactions, and the arrest of Northrop and Smith followed. Northrop, the detectives say, has served a term in prison for passing worthless checks. Smith was accused of having swindled John [illegible] of 2?5 East Twenty-eighth Street of [illegible] a promise of getting him a situation. The hearing of the case was adjourned until to-day. Northrop was held in $5,000 [illegible] Smith in $3,000, and Ellis in $500.

NO REPUBLICAN CONFERENCE.

[illegible] Leaders and Chairman Odell See Mr. Platt Informally.

The expected conference between Senator Platt and the Republican leaders was not held yesterday. Senator Platt spent the day in his rooms at the Fifth Avenue Hotel and in the evening entertained Lieut. Gov. Woodruff and Mrs. Woodruff at dinner. Several of the local leaders and Chairman Odell of the State Committee saw him, but there was no formal discussion of the local situation. Congressman Odell said just before he left for Newburg at 5 o'clock that there were very few up-State leaders in the city and he did not believe in their absence any policy would be outlined.

Amasa Thornton and others of like calibre in the councils of the Republican party who thronged the corridors of the hotel all day were loud in their demands for an extra session of the Legislature be called at once and that demand be made upon the Governor that he "avenge the insult put upon the local organization by Mayor Van Wyck."

Some of the acknowledged leaders would discuss the matter. Some of them thought that perhaps it might be necessary to hold a special session to make provision for canvassing the vote of the soldiers engaged at the front, but all of them are waiting to hear from Gov. Black before placing themselves on record one way or the other as to the course he should pursue in relation to the Police Board squabble.

Senator Platt will return to Washington this afternoon, and it was said last night that before he goes the local leaders may get together and outline some plan of action for the State campaign.

SEVENTEEN FAMILIES ESCAPE.

They Are Driven by Fire from an East Side Tenement.

Fire in the five-story tenement at 210 East [illegible]-fourth Street yesterday morning drove seventeen families into the street in a panic and destroyed the upper portion of the building.

The fire originated on the fourth floor and was discovered at 9:30 o'clock by Policeman Anthony Muldoon of the East Fifty-[illegible] Street Station, who saw flames at a window. After turning in an alarm he ran through the building to assist the tenants [illegible].

[illegible] families lived in the house, and [illegible] smoke caused a wild commotion [illegible] them. The tenants on the fourth [illegible] floors escaped by the roof, but all [illegible] property was destroyed. The occupants of the lower floors rushed in a [illegible] to the fire escapes, and all scrambled [illegible] the street without injury.

[illegible] firemen were able to confine the [illegible] the upper floors, but the lower portion of the building was drenched with [illegible]. The loss on the building and contents is estimated at $8,000. The cause of the fire is unknown.

Unknown Woman Patient at Bellevue.

The officials of Bellevue Hospital are anxious to know who an insane patient is who was taken to the institution last Saturday [illegible] from the Presbyterian Hospital. Her name was given as Sarah Hatfield or Armstrong. She is about thirty years old, good looking, and well dressed. She was placed in the insane pavilion, and last night the authorities decided that it would be well to know where she lived. At the Presbyterian Hospital the Night Superintendent said that nothing could be told of the woman, and that all information should be asked of Dr. Harriett Keating of 119 West Forty-seventh Street. At that number lives a Dr. Conrad, who said he knew nothing about the patient.

Five Boys Caught in a Warehouse.

Five boys, the oldest twelve years, were caught in J. H. Rossbeck's leather warehouse, in Ferry Street, last night. They had [illegible] the swinging bar on the inside of the side door of the alley entrance, and were [illegible] plunder when Detectives Hahn, Riley, and Armstrong came along and caught them in the place. The prisoners were David H. Wallace, twelve years old, and his nine-year old brother, Eddie of 8 [illegible] Street; George Donegan, ten years old, of 27½ Frankfort Street; "Mike" Callahan, nine years old, of 29 Cherry Street, and Richard Burns, ten years old, of 351 Water Street. Nothing had apparently been stolen, but the boys were sent to the [illegible] society's rooms.

Danforth Not to Aid Hill.

Chairman Elliot Danforth of the Democratic State Committee was much amused yesterday when he read in a newspaper a story to the effect that it was the intention of Tammany Hall leaders to attack [illegible] politically for an alleged conspiracy [illegible] part with David B. Hill to call a [illegible] convention in August, when Richard Croker is in Europe, and in that manner assist to capture the State Convention in spite of Richard Croker's alleged [illegible] that he would drive Mr. Hill from the leadership of the State Democratic machine. Mr. Danforth stamped the story as fiction, and said that he was at the head of the State Committee in the interests of all factions of the party.

EXCURSIONS.

LONG ISLAND RAILROAD

[illegible] FOR ROCKAWAY BEACH.

SUNDAYS.

[illegible] York, (foot 34th St., E. R.,) 7:00, [illegible] 11:30 A. M., 12:50, 1:50, 2:50, 3:50, [illegible] 5:50 P. M.

[illegible] Brooklyn, (Flatbush Av.,) 7:00, 9:06, [illegible] A. M., 1:10, 2:00, 2:45, 3:30, 4:22, [illegible] 6:31 P. M.

DECORATION DAY.

[illegible] York, (foot 34th St., E. R.,) at 6:00, [illegible] 10:50 A. M., 12:50, 1:20, 1:50, [illegible] 5:20, 6:50, 8:00, 8:40 P. M.

[illegible] Brooklyn (Flatbush Av.,) 6:07, 7:55, 9:20, [illegible] A. M., 12 noon, 1:10, 1:54, 2:00, 3:10, [illegible] 5:40, 6:53, 8:05, 8:29 P. M., 12:05

[illegible] LAND RAILROAD.

[illegible] FOR CAMP BLACK,

[illegible] Plains.

[illegible]

[illegible] LAND RAILROAD

[illegible]

WEST POINT, NEWBURGH & POUGHKEEPSIE.

GRAND DAILY EXCURSION (Except Sunday) BY PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."

From Brooklyn, Fulton St., (by Annex,) 8 A. M.

" New York, Desbrosses St. Pier..8:40 "

" New York, West 22d St. Pier.....9 "

Returning, due in New York 5:30 P. M.

DECORATION DAY EXCURSION TO WEST POINT, NEWBURGH, and PO'KEEPSIE

BY DAY LINE STEAMER ALBANY.

From Brooklyn, Fulton St., (by Annex,) 8:00 A. M.

" New York, Desbrosses St. Pier..8:40 "

" " West 22d St..........9:00 "

Return by steamer NEW YORK, due in New York 5:30, and Brooklyn, 6:20 P. M.

MORNING and AFTERNOON CONCERTS.

DECORATION DAY AFTERNOON EXCURSION TO WEST POINT BY STEAMER MARY POWELL.

Leaving Desbrosses St. 1:45 P. M., West 22d St. 2 P. M. Returning on any of the WEST SHORE RAILROAD TRAINS. Round trip, $1.00. This will give passengers ample time to see Dress Parade, the many Public Buildings, &c.

SUMMER RESORTS.

Long Island.

Summer Homes on Long Island.

BY THE OCEAN AND SOUND.

"Long Island," an illustrated descriptive book, and "Summer Homes," a book describing hotels and boarding houses on Long Island, free upon application, at 113, 950, 1,313 Broadway; ticket offices foot of East 34th St. and James' Slip, foot New Chambers St., New York; 333 Fulton St., Eagle Summer Resort Bureau, and Flatbush Av. station L. I. R. R., Brooklyn, or send (6) cents in stamps for "Long Island," or (4) cents for "Summer Homes," to H. M. SMITH, Traffic Manager, L. I. R. R., Long Island City, New York.

THE ARGYLE,

BABYLON, LONG ISLAND, N. Y.

DECORATION DAY, MAY 30.

Go and see this hotel—its location, rooms, &c. Trains leave L. I. City at 11:02 A. M.-2:02 P. M. Returning, leave Babylon 2:24 and 4:50 P. M. Representatives will be there to show you!

E. N. WILSON, Manager.

MONONOTTO INN FISHER'S ISLAND, N. Y.

Opens June 15. Send for Booklet. Address G. L. HOPPES, Bethlehem, Pa.

Catskill Mountains.

HOTEL KAATERSKILL,

CATSKILL MOUNTAINS.

Altitude, 3,000 feet. 4 hours from New York.

Opens June 25th.

Address W. H. PARKE.

The WALDORF-ASTORIA, New York, Mondays, Tuesdays, and Wednesdays.

Adirondacks.

ADIRONDACKS.

"In Heart of the Adirondacks,"

BLUE MOUNTAIN LAKE.

PROSPECT HOUSE,

OPENS IN JUNE.

Address W. T. GRAFF, Manager, care of Hotel Gazette, 945 Broadway, or 11 Broadway, Room 1,208.

ADIRONDACKS.

WAWBEEK, ON UPPER SARANAC LAKE,

OPEN JULY 1 TO OCT. 1,

Under New Management.

INDIAN CARRY GOLF LINKS, (9 Holes.)

For booklet address J. BEN HART, Proprietor, Wawbeek, Franklin Co., N. Y.

New Jersey.

LONG BRANCH, N. J.

HOWLAND HOTEL AND SCARBORO

Will open June 23rd.

GEO. A. P. KELSEY, Prop.

N. Y. Office, HOFFMAN HOUSE.

Somerset Inn,

& EIGHT COTTAGES, BERNARDSVILLE, N. J. Open to Nov. 1st. 35 miles from New York on D., L. & W. R. R., via Barclay or Christopher St. Ferry. Altitude, 800 feet. Many improvements since last year. GEO. W. TUTTLE, Manager.

NORMANDIE-BY-THE-SEA.

Normandie, (near Seabright,) New Jersey, fronting on the ocean and Shrewsbury River, will open Wednesday, June 29th, under the management of WM. S. HEWES. Office Hotel Normandie, New York.

New England.

YORK HARBOR, MAINE.

HOTEL ALBRACCA

OPEN JUNE 25.

For terms, circulars, etc., address ELIAS BAKER, Prop.

THE MAPLEWOOD.

PITTSFIELD, BERKSHIRE CO., MASS. WILL OPEN MAY 28.

Send for folder. A. W. PLUMB, Prop.

Virginia.

WARM SPRINGS,

Bath County, Virginia.

are now open for guests. For circulars and terms address

EUBANK & GLOVER,

Warm Springs, Bath Co., Va.

Miscellaneous.

HEALTH AND PLEASURE

For the Summer months can be had

AT MODERATE COST

in the Mountains of Orange, Sullivan, Ulster, and Delaware Counties, N. Y., on the main line and branches of the New York, Ontario and Western Ry., a region of great beauty and absolute healthfulness, 2,000 feet above the sea. Pure Air, Pure Water, Pure Milk. Send 6 cents for postage to the undersigned, or call and get free at offices below the handsome Illustrated Book, "SUMMER HOMES," of 160 pages. It gives list of Hotels, Farm and Boarding Houses, with their location, rates, attractions, etc.

IN NEW YORK: 113, 165, 171, 371, 944, 1,323 Broadway, 287 4th Av., 3 Park Place, Journal Recreation Bureau; 737 6th Av., 251 Columbus Av., 153 E. 125th St., 273 W. 125th St., Ticket Offices Franklin and W. 42d St. Ferries.

IN BROOKLYN: 4 Court St., 860 Fulton St., 98 Broadway, 801 Manhattan Av., Eagle Office. Passenger rates now only 2 cents per mile.

J. C. ANDERSON, General Passenger Agent, 56 Beaver St., N. Y.

ALEXANDRIA BAY, N. Y.

Thousand Island House.

Opens June 25th, under the management of

O. G. STAPLES, PROPRIETOR.

Refurnished and in first-class condition. Superior cuisine and service. MR. J. B. STETSON will be at the CAMBRIDGE HOTEL, 5th Av. and 33d St., New York, until June 20th, to quote prices and rent rooms.

MIZZEN TOP HOTEL,

Quaker Hill, Dutchess Co., N. Y.

Two hours from New York by Harlem R. R.

OPENS JUNE 18......1,200 FEET ELEVATION

N. S. HOWE, Manager.

Post Office address Pawling, New York.

Mr. Howe will be at Windsor Hotel, New York City, until June 1, mornings.

A.—LARCHMONT-ON-SOUND.

THE BELVIDERE.

Open under new management and ready for guests. Fine bathing, boating, and fishing. Proprietress, Mrs. T. W. DALE, formerly 120 Madison Av.

DUTCHER HOUSE

AND COTTAGES, PAWLING, N. Y.

First-class accommodations; 60 minutes from Grand Central Depot, Harlem R. R., eight fast trains daily each way. [illegible]

INSTRUCTION.

COLLEGE PREPARATORY DEPARTMENT OF the Ethical Culture Schools, 109 Madison Av., opens Oct. 3; terms, $200; a few free scholarships. PERCIVAL CHUBB, Principal.

The Misses Ely's School for Girls. REOPENS OCTOBER 5TH. Riverside Drive, 85th and 86th Sts., New York.

FURNISHED ROOMS.

A PRIVATE FAMILY WILL RENT A LARGE front room, dining room, closets, and adjacent bath to two gentlemen; house near 5?d St. "L" station and Central Park. Address E. L., Box 1?4 Times.

SITUATIONS WANTED—FEMALES.

NO EXTRA CHARGE.

Ring your Messenger Call Box or leave your Advertisements at any American District Telegraph or Postal Telegraph Offices. Charges same as at Publication Office.

Chambermaids.

CHAMBERMAID.—A lady wishes to place in country, a neat, obliging young girl as chambermaid and to assist with washing or help in pantry in small family. Can be seen and recommended at present employer's, 119 East 38th St., on Tuesday morning from 10 to 11.

CHAMBERMAID, &c.—By a young woman as chambermaid, or would go to country with elderly lady; good reference. M. W., 371 West 27th St.; ring four times; no cards.

Cooks.

COOK and LAUNDRESS—CHAMBERMAID, &c.—By two sisters, together or separate; one as cook and laundress; other as chambermaid or care of children and plain sewing; country preferred. Call, Monday, at 108 West 87th St., former employer's.

COOK.—By a young woman as good cook in a private family; city or country; wages, $25; has the best city reference. E. C., Box 5, 1,242 Broadway.

COOK.—By a first-class family cook; good manager; can do marketing; take full charge; city reference. A., Box 879, Times Up-town Office, 1,269 Broadway.

COOK.—By a cook; thoroughly experienced in her business; best city references; city or country. A. C., Box 280 Times Up-town Office, 1,269 Broadway.

COOK, &c.—By an excellent cook; will assist with washing; small family; personal reference. 306 West 41st St., Room 2.

COOK.—By a first-class cook in all its branches; best city reference. 771 Madison Av.

Dressmakers.

DRESSMAKER.—By a competent dressmaker; by the day; terms, $1.50; references. 167 East 33d St., ring fourth bell.

DRESSMAKER.—French dressmaking, $4 to $6; cutting, basting, 50 cents; glove fitting. Mme. Rooms, 133 West 16th St.

Governesses.

GOVERNESS.—By a musical young woman, who has had experience in preparing children for Horace Mann's School, desires engagement; highest references from Boston, New York, and elsewhere. Address B. V., Box 180 Times Office.

Housekeepers.

HOUSEKEEPER.—By housekeeper of refinement and experience, trustworthy and capable, to take entire charge of catering and management of servants in private family or hotel; highest references. Competent, 270 West 23d St.

Kitchenmaids.

KITCHENMAID.—Call, Monday and Tuesday, at 31 East 36th St.

Lady's Maids.

MAID.—By an experienced maid; to elderly or young ladies; good seamstress; understands dressmaking, cutting, and fitting; would assist with other light duties; first-class city reference. A. M., Box 366 Times Up-town Office, 1,269 Broadway.

MAID.—As French maid to lady or growing child; city or country; experienced packer and sewer. Can be seen at last employer's Thursday afternoon from 2 to 4, Palacio, 59 East 65th St.

MAID.—Experienced; accustomed to take an interest in general; excellent sewer; satisfactory reference given. Hannan, 122 East 51st St. No cards.

MAID.—By a competent maid. Can be seen Monday at 145 West 58th St.

Nurses.

INFANT'S NURSE.—A lady wishes to secure a place for a thoroughly reliable, competent infant's nurse, whom she can highly recommend; understands all bottle food. Call at present employer's, at 165 West 76th St., from 10 till 2.

Waitresses.

WAITRESS.—By a young woman as first-class waitress in private family; no objection to country; three years' best city reference. 248 East 35th St.

WAITRESS.—A lady closing house for the Summer wishes to find a place for her waitress, whom she can highly recommend; no cards. 10 East 54th St.

WAITRESS.—A lady wishes to place a thoroughly competent Protestant waitress; very best personal references for eight years from present employer. 48 West 51st St.

WAITRESS.—By a young girl as reliable waitress; understands carving, wines, teas, luncheon. Call at present employer's, 11 East 55th St.

WAITRESS.—By a young girl as first-class waitress; city or country; best reference. 291 Boulevard, near 74th St.

WAITRESS.—Disengaged after June 1. Can be seen at present place, 31 East 62d St., 10 to 12 A. M.

Miscellaneous.

STENOGRAPHER and TYPEWRITER.—By an unusually good beginner; references. Exceptional, 25 East 14th St.

SITUATIONS WANTED—MALES.

Butlers.

BUTLER, &c.—MAID, &c.—French Swiss butler, valet, or second man; maid, or other duties; thoroughly experienced; useful travelers; speak German, French, English; no incumbrance; would go anywhere; two and one-half years' highest references from this country; separate or together. Frachat, 306 West 22d St.

BUTLER.—By an experienced Englishman; lived in good families; no objections to job for two months; last family recommends. Butler, Box 323 Times Up-town Office, 1,269 Broadway.

BUTLER and VALET.—By competent Swiss-German; single; make himself generally useful; city or country; good city reference. Herman Busher, 32 West 133d St.

BUTLER.—By a butler; family going abroad. E. M., 101 Clinton Place.

Chefs.

CHEF.—By a first-class conditor and cake baker; hotel; city or country; references from the largest hotel in the world; family chef to the Emperor of Austria. 1,519 3d Av., Korn's bakery.

Coachmen.

COACHMAN.—Gentleman giving up horses would like to get his man a place; experienced in all branches, and will be cheerfully recommended. D. Johnson, 669 3d Av.

COACHMAN.—Single; Protestant; thoroughly understands horses, carriages, care of furnace, lawn; can milk; good references. L., 254 8th Av.

COACHMAN.—First-class; leaving on account of family breaking up; employer can be seen. Hay, 43 East 50th St.

COACHMAN.—Aged 40; married; life-time experience; height, 5 feet 10 inches; weight, 190 pounds; unexcelled references. 251 West 15th St.

Second Men.

SECOND MAN.—By a young man, aged 24, with good references; permanent place preferred. J. M., Box 312, 1,269 Broadway.

Valets.

VALET or SECOND MAN.—By Swede; reads, writes, and speaks German and English fluently; good reference from present employer. 5 Gramercy Park.

Miscellaneous.

CLEANING, &c.—By a young woman; would do cleaning or washing, or take care of bachelor apartments. 318 East 51st St.

UPHOLSTERER.—Mattresses renovated at residences, $1.50; two same day, $2.70! Manhattan same. Fraser, 129 Gold St., Brooklyn.

HELP WANTED—FEMALES.

CHAMBERMAID, PARLORMAID, AND A GOOD sewer. 31 East 36th St.

HELP WANTED—MALES.

ACTIVE SOLICITORS WANTED EVERYWHERE for "America's Battle for Cuba's Freedom"; official war book; tells all about Spain, Cuba, armies, navies, war, and all great commanders; graphic description of Dewey's famous victory and his complete biography; biggest book; 500 large pages; magnificently illustrated; tremendous demand; only $1.50; commission 50 per cent.; bonanza for agents; 30 days' credit; freight paid; outfit free. Write quick. The Dominion Company, Dept. 32, Chicago.

WANTED.—A young man of enterprise and ability to solicit advertisements for a leading New York paper. S., Box 101 Times Office.

THE NEW YORK TIMES.

"All the News That's Fit to Print."

LEGAL NOTICES.

PUBLIC NOTICE.

Application having been made to the Board of Railroad Commissioners of the State of New York by the Fort George and Eleventh Avenue Railroad Company of New York City under the provisions of Section 59 of the Railroad Law for the certificate required under said section that the provisions of the section have been complied with and that public convenience and a necessity require the construction of its railroad, which railroad is to be [illegible] hundred feet in length, or thereabouts, upon the Boulevard or Eleventh Avenue, with one of its termini at the intersection of the Boulevard or Eleventh Avenue and King's Bridge Road, and the other at the intersection of One Hundred and Seventy-fifth Street and the Boulevard or Eleventh Avenue, notice is hereby given that a public hearing on said application will be held by the Board of Railroad Commissioners, at the Fifth Avenue Hotel, (Parlor D. R.,) New York City, on Thursday, June 2d, 1898, at 10 o'clock A. M. JOHN S. KENYON, Secretary.

SURROGATE NOTICES.

BAIRD, CLARA ESTELLE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against CLARA ESTELLE BAIRD, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Thomas Allison, No. 59 Liberty Street, in the Borough of Manhattan, City of New York, on or before the 10th day of October next.—Dated New York, the 29th day of March, 1898. JAMES BAIRD, Administrator. THOMAS ALLISON, Attorney for Administrator, No. 59 Liberty Street, Borough of Manhattan, New York City, New York. mh28-1aw6mM

CLARK, ROBERT.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ROBERT CLARK, late of the City and County of New York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, at the office of Douglas Mathewson, No. 265 Broadway, in the Borough of Manhattan, in the City of New York, on or before the sixteenth day of November next.—Dated New York, the ninth day of May, 1898. MARY E. CLARK, CATHARINE A. WINNIK, CHARLES E. WINNIK, Executrices and Executor. DOUGLAS MATHEWSON, Attorney for Executrices and Executor, No. 265 Broadway, Manhattan, New York City. my9-1aw6mM

FLAGG, WILLIAM J.—The people of the State of New York, by the grace of God free and independent, to Jared B. Flagg, Edward O. Flagg, May Flagg, Martha A. Potts, Josephine A. Pulsford, Evan G. Sherman, William A. Sherman, Josephine Keller, George Keller, Christoph Keller, Mary Keller, George Allston Flagg, Georgine L. Judkins, Emanuel Flagg, Eben Flagg, Alice C. Vanderbilt, David E. Gwynne, Abraham E. Gwynne, Edith Gill, Cettie Shepard, Elias B. S. King, Arthur C. Sherman, Willis Fisher, Marjorie Fisher, and Rosalie A. Jaffrey, the heirs and next of kin of WILLIAM J. FLAGG, deceased, send greeting:

Whereas, William A. Sherman, of the City of New York, has lately applied to the Surrogate's Court of our County of New York to have a certain instrument in writing, relating to both real and personal property, duly proved as the last will and testament of WILLIAM J. FLAGG, late of the County of New York, deceased, therefore, you, and each of you, are cited to appear before the Surrogate of our County of New York, at his office in the County of New York, on the 28th day of June, one thousand eight hundred and ninety-eight at half-past ten o'clock in the forenoon of that day, then and there to attend the probate of the said last will and testament.

And such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogate's Court of the said County of New York to be hereunto affixed. Witness, Hon. Frank T. Fitzgerald, a Surrogate of our said County of New York, at said county, the 3d day of May, in the year of our Lord one thousand eight hundred and ninety-eight.

[L. S.]

J. FAIRFAX McLAUGHLIN, Clerk of the Surrogate's Court.

JOHN A. & A. S. MAPES, Attorneys for Petitioner, 220 Broadway, New York City. my9-1aw6wM

KEARNY, EDWARD.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against EDWARD KEARNY, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 45 W. 36th Street, in the City of New York, on or before the 12th day of July, 1898, next.—Dated New York, the 23d day of December, 1897.

ROBERT WATTS, GEORGE H. KEARNY, Executors.

KELLOGG, ROSE & SMITH, Attorneys for Executors, 120 Broadway, N. Y. City. d27-1aw6mM

KING, SALLY.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against SALLY KING, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Lardner, Loughran & Smyth, No. 115 Broadway, in the City of New York, on or before the 20th day of August next.—Dated New York, the 11th day of February, 1898. THOMAS McCASLAND, Administrator. LARDNER, LOUGHRAN & SMYTH, Att'ys for administrator, 115 Broadway, N. Y. f14-1aw6mM

LANGON, CLARISSA.—The people of the State of New York, by the grace of God free and independent, to Gabriel Pechambert, Louis Delbos, Mary Delbrat, said name "Mary" being fictitious, her real Christian name being unknown to your petitioner; Emil Bosg, the heirs and next of kin of CLARISSA LANGON, send greeting:

Whereas, Albert W. Strong of The City of New York has lately applied to the Surrogate's Court of our County of New York to have a certain instrument in writing, bearing date the 20th day of March, 1896, relating to personal property, duly proved as the last will and testament of Clarissa Langon, late of the County of New York, deceased, therefore you, and each of you, are cited to appear before the Surrogate of our County of New York, at his office in The City of New York, Borough of Manhattan, on the 13th day of June, one thousand eight hundred and ninety-eight, at half-past ten o'clock in the forenoon of that day, then and there to attend the probate of the said last will and testament. And such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogate's Court of the said County of New York to be hereunto affixed. Witness, Hon. John H. V. Arnold, a Surrogate of our said county, at the City of New York, the 14th day of April, in the year of our Lord one thousand eight hundred and ninety-eight.

[L. S.]

J. FAIRFAX McLAUGHLIN, Clerk of the Surrogate's Court. ap25-1aw6wM

LAWRENCE, CORNELIA C.—The people of the State of New York, by the grace of God free and independent, to Cornelia S. Martin, Marie Antoinette Heye, Minnie H. Craufurd, Annie C. Lockwood, Alexander M. Lawrence, Maud E. Lawrence, Camilla Patterson, Union Trust Company of New York, and to all persons interested in the estate of CORNELIA C. LAWRENCE, late of the City of New York, deceased, as creditors, legatees, next of kin, or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the City and County of New York at the Surrogate's Court of said city and county, held at the County Court House, in the City of New York, on the 28th day of June, 1898, at half-past ten o'clock in the forenoon of that day, then and there to attend a judicial settlement of the account of proceedings of Henry S. Lawrence, as sole surviving executor of the last will and testament of Cornelia C. Lawrence, deceased, and such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogate's Court of the City and County of New York to be hereunto affixed. Witness, Hon. Frank T. Fitzgerald, Surrogate of our said city and county, at the City of New York, the 2d day of May, in the year of our Lord one thousand eight hundred and ninety-eight.

[L. S.]

J. FAIRFAX McLAUGHLIN, Clerk of the Surrogate's Court.

SULLIVAN & CROMWELL, Attorneys for Executor, 45 Wall St., New York, N. Y. my16-1aw6wM

LEAVITT, DAVID.—In pursuance of an order of Hon. Frank T. Fitzgerald, Surrogate of the County of New York, notice is hereby given to all persons having claims against DAVID LEAVITT, late of the City of Dresden, Saxony, Germany, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 44 and 46 Wall Street, Manhattan Borough, New York City, N. Y., on or before the 30th day of September, 1898.—Dated New York, March 14th, 1898. SHELDON LEAVITT, GEORGE C. KOBBE, Executors. JOHN E. ROOSEVELT, Attorney for Executors, 44 Wall Street, Manhattan Borough, N. Y. City. mh14-1aw6mM

MARTIN, MARY J.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against MARY J. MARTIN, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, the office of Man & Frotheroe, No. 56 Wall Street, in the City of New York, on or before the 12th day of July next.—Dated New York, the 5th day of January, 1898. KATHARINE T. MARTIN and ALRICK H. MAN, Executors. MAN & FROTHEROE, Attorneys for Executors, 56 Wall Street, New York City. ja10-1aw6mM

MARTIN, MICHAEL.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against MICHAEL MARTIN, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Boorman, Hamilton & Beckett, No. 100 Broadway, in the City of New York, on or before the 20th day of October next.—Dated New York, the 9th day of April, 1898. FRANCIS MARTIN, Administrator. BOORMAN, HAMILTON & BECKETT, Att'ys for Administrator, 100 Broadway, Borough of Manhattan, New York.

SURROGATE'S NOTICES.

[illegible] Surrogate of the County of New York, notice is hereby given to all persons having claims against [illegible], late of the City of New York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, at the office of Francis Jordan, No. 13 Wall Street, in the City of New York, on or before the [illegible] day of September next.—Dated New York, the [illegible] day of March, 1898. CHARLES WHITEHEAD, GEORGE E. DIMOCK, Executors. FRANCIS JORDAN, Attorney for Executors, No. 13 Wall Street, New York City, New York. mh14-1aw6mM

NEW, JACOB.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JACOB NEW, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, the office of Mulqueen & Mulqueen, No. 258 Broadway, in the City of New York, on or before the 15th day of August, 1898.—Dated New York, January 20th, 1898. ESTHER NEW, EDWARD A. NEW, EMANUEL MANSBACH, Executors. MULQUEEN & MULQUEEN, Attorneys for Executors, 258 Broadway, New York City. ja21-1aw6mM

PRYIBIL, PAUL.—In pursuance of an order of Hon Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against PAUL PRYIBIL, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business of the estate, at the offices of Deyo, Duer & Bauerdorf, No. 115 Broadway, in the City of New York, on or before the 10th day of July next.—Dated New York, the 3d day of January, 1898. ALBERT PRYIBIL, WILLIAM HOFFMANN, PHILIP HOFFMANN, Executors. DEYO, DUER & BAUERDORF, Attorneys for Executors, No. 115 Broadway, N. Y. City. ja3-1aw6mM

SINGER, ISABELLE BLANCHE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against ISABELLE BLANCHE SINGER, Duchesse Decazes et de Glucksbierg, late of the City of Paris, France, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Coudert Brothers, his attorneys, No. 100 Broadway, in the City of New York, on or before the 1st day of July next.—Dated New York, the 13th day of December, 1897. HENRY CACHARD, Executor.

COUDERT BROTHERS, Attorneys for Executor, 100 Broadway, New York City. d13-1aw6mM

THOMAS, CAROLINE R.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against CAROLINE R. THOMAS, late of the City of New York, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, at the office of Messrs. Boardman & Boardman, at No. 155 and 157 Broadway, in the City of New York, Borough of Manhattan, on or before the first day of December next.—Dated New York, the 12th day of May, 1898. EDWARD C. BARNUM, JOHN A. HANCE, Executors of the last will and testament of Caroline R. Thomas, deceased. BOARDMAN & BOARDMAN, Attorneys for Executors, 155 and 157 Broadway, New York City. my16-1aw6mM

TRAVELERS' GUIDE—STEAMBOATS.

Hudson River by Daylight.

PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."

Finest and fastest river steamers in the world.

Daily except Sunday.

Leaves Brooklyn, Fulton St., (by Annex,) 8 A. M.

" New York, Desbrosses St. Pier..8:40 "

" " West 22d St. Pier....9 "

For ALBANY, landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill, and Hudson.

Hudson River Steamer Mary Powell. Leaving Desbrosses St. 3:15 P. M., (Saturdays 1:45 P. M.,) West 22d St. 3:30 P. M., (Saturdays 2 P. M.,) for CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, PO'KEEPSIE, RONDOUT, and KINGSTON.

Decoration Day will leave on Saturday's time.

Albany Evening Line.

The popular steamers ADIRONDACK and DEAN RICHMOND will leave Old Pier 41, N. R., foot Canal St., at 6 P. M. daily, (Sundays excepted,) making direct connections with trains North, East, and West.

NEW HAVEN.—Fare, $1. Excursion, $1.50. Sunday Excursion, $1.00. Fast steamers leave Pier 25 E. R., week days, 3 P. M. and 12 midnight. Sundays, 9:30 A. M. and 12 midnight; week day steamers arrive in time for trains to Meriden, Hartford, Springfield, and points North.

CATSKILL, HUDSON, AND COXSACKIE BOATS

LEAVE EVERY WEEK DAY AT 6 P. M., FROM FOOT OF CHRISTOPHER ST., N. R.

TRAVELERS' GUIDE—SHIPPING.

WHITE STAR LINE.

NEW YORK—QUEENSTOWN—LIVERPOOL.

Teutonic, June 1, Noon	Teutonic, June 29, Noon
Britannic, June 8, Noon	Britannic, July 6, Noon
Majestic, June 15, Noon	Majestic, July 13, Noon
Germanic, June 22, Noon	Germanic, July 20, Noon

The new WHITE STAR LINE Cargo and Live-stock twin screw Steamer Cymric, 12,552 Tons, having exceptionally fine accommodations for a limited number of Saloon and Steerage passengers, will sail from New York Tuesday, June 21st, at 6 A. M., from Pier 38, North River, foot of King Street, to Liverpool DIRECT; and Wednesday, July 27th, at noon, when she will call at Queenstown. Saloon Rates $60 and up. Steerage on Cymric, Germanic, Britannic, $25.50; Majestic and Teutonic, $27.

For passage, freight, and general information apply to WHITE STAR LINE, Pier 45 North River. Office, 9 Broadway, N. Y.

ANCHOR LINE.

GLASGOW VIA LONDONDERRY.

From Pier 54 N. R., foot West 24th St.

City of Rome, June 4, at 4 P. M., and July 2.

Furnessia, June 18, Noon	Anchoria, July 9, Noon
Ethiopia, June 25, Noon	Furnessia, July 16, noon

Cabin, City of Rome, $60. Other Strs., $50.

Second Cabin:

Rome, $42.50. Furnessia, $37.50. Other Strs., $35.

Steerage Passage:

Rome, $25.50. Furnessia, $24.50. Other Strs., $23.50.

For new illustrated Book of Tours, etc., apply to HENDERSON BROTHERS, Agts., 7 Bowling Green

ATLANTIC TRANSPORT LINE.

NEW YORK—LONDON.

ALL TWIN SCREW STEAMERS.

MOBILE	June 4
MASSACHUSETTS	June 11
MANITOBA	June 18
MINNEWASKA	June 25
MOHAWK	July 2

ALL MODERN STEAMERS, FITTED WITH BILGE KEELS, WHICH PREVENT ROLLING. STEAMERS SAIL FROM PIER 39 NORTH RIVER, FOOT OF WEST HOUSTON ST. APPLY 1 BROADWAY.

CUNARD LINE.

TO LIVERPOOL VIA QUEENSTOWN.

From Pier 40 N. R., foot of Clarkson St.

Lucania, June 4, 1 PM	Campania, June 18, 1 PM
Servia, June 7, 9 AM	Aurania, June 21, 9 AM
Etruria, June 11, 10 AM	Umbria, June 25, 10 AM

VERNON H. BROWN & CO., Gen. Agents, 4 BOWLING GREEN, NEW YORK.

HOLLAND-AMERICA LINE

FOR ROTTERDAM AND AMSTERDAM, VIA BOULOGNE-SUR-MER.

S. S. Spaarndam, Saturday, June 4, 10 A. M.

S. S. Maasdam, Saturday, June 11, 10 A. M.

Moderate prices, great comfort, superior accommodations. Apply for handbook and terms to Gen. Pass. Agency, 39 Broadway, New York.

NEW YORK, SOUTHAMPTON, LONDON. Wilsons & Furness-Leyland Line, Ld.

Victoria.......June 11	Alexandra.......June 25
Boadicea.......June 18	Winifreda.......July 2

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Steamers leave San Francisco.

BELGIC, via Honolulu	June 18, 1 P. M.
PERU, via Honolulu	June 28, 1 P. M.
COPTIC, via Honolulu	July 7, 1 P. M.
CITY RIO JANEIRO, via Honolulu	July 16
GAELIC, via Honolulu	July 26, 1 P. M.

For freight, passage, and general information apply at 349 Broadway or 1 Battery Place, Washington Building, and 287 Broadway.

CLYDE LINE.

ALL FLORIDA POINTS, the South and Southwest. The only steamer Line to Charleston, S. C., and Jacksonville, Florida. Without change. Superb Passenger Accommodations.

Oneida, Tues., May 31 | Pawnee, Sat., June 4

Seminole, Fri., June 3 | Geo. W. Clyde, Tu., Ju. 7

From Pier 29 East River, (foot Roosevelt St.,) 3 P. M.

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UNINTERRUPTED SERVICE.

Shortest Sea Trips Out of New York.

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W. L. GUILLAUDEU, Vice Pres't & Traffic Man.

TRAVELERS' GUIDE—SHIPPING.

NORTH GERMAN LLOYD

FAST EXPRESS SERVICE.

SOUTHAMPTON, LONDON, BREMEN.

Kaiser Wilhelm der Grosse, Tues., June 7, 9 A. M.

Lahn, Tu., June 14, 10 AM	Kai. W. d G., July 5, 9 AM
K. Fr'drich, June 21, 9 AM	Lahn, Tu., July 12, 10 AM
Trave, Tu., June 28, 10 AM	K. Fr'drich, July 19, 7 AM

TWIN SCREW PASSENGER SERVICE.

SOUTHAMPTON, LONDON, BREMEN.

Koenigin Luise..........Thursday, June 2, noon

Bremen..........Thursday, June 9, 10 A. M.

GIBRALTAR, NAPLES, GENOA.

Kai. W. II., June 4, 2 PM	Kai. W. II., July 9, 10 AM
Ems......June 18, 2 PM	Ems.......July 23, 9 AM

OELRICHS & CO., 2 BOWLING GREEN.

HAMBURG-AMERICAN

TWIN SCREW EXPRESS LINE

DIRECT TO PARIS, LONDON, HAMBURG

F. Bismarck, June 2, 8 AM	F. Bism'ck, June 30, 9 AM
A. Victoria, June 16, 9 AM	F. Bism'ck, July 28, 9 AM

Twin Screw Service, N. Y.—Hamburg Direct

Batavia, June 4, 1 PM	Pennsylvania, June 25, 9 AM
Phoenicia, June 18, 4 PM	Palatia, July 2, 3:30 PM

HAMBURG-AMERICAN LINE, 37 Broadway, N. Y.

AMERICAN AND RED STAR LINES.

NEW YORK—QUEENSTOWN—SOUTHAMPTON

NEW YORK—SOUTHAMPTON—ANTWERP.

The steamers performing these services are either British or Belgian.

Every Wednesday and alternate Saturday at noon.

Westernland.......June 1	Noordland.......June 15
Kensington.......June 8	Friesland.......June 22
*Berlin.......June 11	*Chester.......June 25

INTERNATIONAL NAVIGATION COMPANY, Piers 14 & 15, North River. Office, 6 Bowl'g Green.

TRAVELERS' GUIDE—RAILROADS.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL & HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK LINE.

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All through trains stop at Albany, Utica, Syracuse, Rochester, and Buffalo.

Trains leave Grand Central Station, Fourth Avenue and 42d Street, as follows:

8.30 A. M.—Daily, except Sunday. Famous EMPIRE STATE EXPRESS, LIMITED, Fastest train in the world. Due Buffalo 4:45, Niagara Falls 5:32, Toronto 8:25 P. M. Train is limited to its seating capacity.

8.45 A. M.—FAST MAIL.—Daily, for Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, and Cleveland.

10.00 A. M.—NORTH SHORE LIMITED. Daily. 24-hour train to Chicago, via Michigan Central; due Buffalo 8:45, Niagara Falls 9:30 P. M. Chicago 9:00 A. M. Sleeping and Parlor cars only.

10.30 A. M.—DAY EXPRESS, except Sunday. For Buffalo and all important New York State points.

1.00 P. M.—SOUTHWESTERN LIMITED and CHICAGO SPECIAL. Daily—For Columbus, Cincinnati, Indianapolis, St. Louis, and Chicago.

3.30 P. M.—TROY AND ALBANY SPECIAL, except Sunday—For Garrison, (West Point,) Poughkeepsie, Albany, and Troy.

5.00 P. M.—LAKE SHORE LIMITED. Daily—24-hour train to Chicago, via Lake Shore; due Cleveland 7:15, Toledo, 10:05 A. M., Chicago 4:00 P. M. Connects at Cleveland for Cincinnati, due 4:55 P. M., Toledo for St. Louis, due 10:15 P. M. Sleeping and parlor cars only.

6.00 P. M.—WESTERN EXPRESS. Daily—For Niagara Falls, Cleveland, Toledo, Detroit, Chicago, Cincinnati, and Toronto.

6.25 P. M.—NORTHERN EXPRESS. Daily—For Troy, Plattsburg, Burlington, Montreal, and, except Saturday nights, for Ottawa.

8.45 P. M.—BUFFALO SPECIAL. Daily—For Montreal, via Adirondack Division; and for Rochester, Buffalo, Niagara Falls, Cleveland, Cincinnati, Indianapolis, and St. Louis.

9.00 P. M.—SPECIAL LIMITED MAIL. Daily—Sleeping car only for points on Fall Brook, via Lyons, and for Rochester and Buffalo.

9.15 P. M.—PACIFIC EXPRESS. Daily—For Oswego, Ogdensburg, Buffalo, Niagara Falls, Cleveland, Toledo, Chicago, and, except Saturdays, for Auburn Road, Cape Vincent, and Clayton.

12.10 Night—MIDNIGHT EXPRESS. For Chicago. Every night except Sunday nights. Sunday nights, Chicago sleepers leave at 9:15.

HARLEM DIVISION.

9:10 A. M. and 3:28 P. M.—Daily, except Sunday, to Pittsfield. Sundays only at 9:20 A. M. Wagner Palace Cars on all through trains. Trains illuminated with Pintsch Light.

Ticket offices at 113, 261, 413, and 942 Broadway, 31 East 14th St., 235 Columbus Av., 61 West 125th St., Grand Central Station, 125th St. Station, and 138th St. Station, New York; 338 and 726 Fulton St. and 106 Broadway, E. D., Brooklyn.

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Baggage checked from hotel or residence by the Westcott Express Company.

EDGAR VAN ETTEN, General Superintendent. GEORGE H. DANIELS, General Pass. Agent.

WEST SHORE R. R.

Trains leave W. 42d St. Station, N. Y., as follows and 15m. earlier from foot of Franklin St.:

10:15 A. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Fort Wayne, Toledo, Cleveland, and Chicago.

6:00 P. M. Daily, for Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.

7:45 P. M. Daily, except Sunday, for Syracuse, Rochester, and Buffalo.

8:15 P. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.

Time Table at principal hotels and offices.

C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt Av., New York.

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Anthracite coal used exclusively.

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Trains leave foot of Liberty St.

On and after May 29, 1898.

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 9:10 A. M., (12:00 M. to Easton,) 1:30, (4:40 to Easton,) 5:45, (7:30 to Easton,) P. M. Sundays, 4:30, (7:00 to Easton,) A. M., 1:00, 5:30, 6:00 P. M.

For Wilkesbarre, Pittston, and Scranton, 4:00, 9:10 A. M., 1:30 P. M. Sundays, 4:30 A. M.

For Reading and Harrisburg at 4:00, 4:30, 8:00, 9:10, (10:00, 11:30, to Reading,) A. M., 1:45, 4:30, 5:00, 5:45, (9:00 to Reading,) P. M., 12:15 night. Sundays, 4:30, (11:30 to Reading,) A. M., 1:00, 1:45, 5:30, 6:00 P. M., 12:15 night.

For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 9:10 A. M., 1:30, 1:45, 9:00 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 1:45, 6:00 P. M., 12:15 night.

ALL RAIL ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c.

For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, 11:30 A. M., 1:30, 4:00, 4:45, 5:35, 6:15 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:00, (10:15 Red Bank only,) A. M.; 4:00 P. M.

For Lakewood, Toms River, Barnegat Park, and Barnegat, 4:30, 8:30 A. M., 1:30, 4:30 P. M. Sundays, 10:15 A. M.

For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.

For Monmouth Beach, Seabright, and Highlands of Navesink, 4:30, 8:30, 11:30 A. M., 1:30, 4:45 P. M.

SANDY HOOK ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c.

From Pier 8 N. R., foot of Rector St.

For Atlantic Highlands, Highlands of Navesink, Normandie, Rumson Beach, Seabright, Monmouth Beach, and Long Branch, 4:30, 10:15 A. M., (1:00 Saturday only,) 3:45, 5:00 P. M. Sundays, 9:30 A. M., 1:00 P. M.

For Elberon, Asbury Park, Ocean Grove, and points south to Point Pleasant, 10:15 A. M., (1:00 Saturdays only,) 3:45 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:30 A. M.

ROYAL BLUE LINE,

FOR PHILADELPHIA, BALTIMORE, AND WASHINGTON,

From foot of Liberty St.

Week days, 4:30, 8:00, 10:00, (11:30 Dining Car,) A. M., 1:00, 1:45, 3:30, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Sundays, 4:30, 10:00, (11:30 Dining Car,) A. M., 1:45, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Additional trains for Philadelphia, week days, 9:00 A. M., 4:00, 4:30, 7:30, 9:00 P. M. Sundays, 9:00 A. M., 4:00 P. M.

BOATS LEAVE SOUTH FERRY, WHITEHALL ST.

Week days, 7:10, 7:55, 8:25, 8:40, 8:55, 9:08, 9:20, 9:35, 10:00, 10:15, 10:45, 11:08, 11:30, 11:55 A. M., 12:25, 12:45, 1:00, 1:25, 1:45, 1:55, 2:25, 2:55, 3:30, 3:40, 3:55, 4:25, 4:35, 4:55, 5:25, 5:55, 6:10, 6:25, 6:55, 7:30, 7:50, 8:25, 9:10, 9:55, 10:55, 11:40 P. M., 12:15 mdt. Sundays, 7:00, 8:55, 10:00, 11:30 A. M., 12:00 M., 12:55, 1:45, 2:30, 3:00, 3:55, 4:20, 4:55, 5:25, 6:00, 6:30, 7:25, 8:25, 9:20, 9:55, 10:55 P. M., 12:15 mdt.

Tickets and parlor car seats at foot of Liberty St., Whitehall St., 113, 172, 261, 434, 944, 1,284, 1,323 Broadway, 737 6th Av., 31 East 14th St., 153 East 125th St., 273 West 125th St., 251 Columbus Av., New York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The N. Y. Transfer Co. will call for and check baggage from hotels or residences to destination.

ERIE RAILROAD

Through trains leave New York, foot of Chambers St., as follows and five minutes earlier from West 23d St.:

9:00 A. M.—Vestibuled Express daily for Binghamton, Waverly, Elmira, Buffalo, Bradford. Arrives Buffalo 8 P. M. Parlor Car to Buffalo.

2:00 P. M.—Vestibuled Limited Fast Mail daily. Solid train to Chicago. Arrives Cleveland 7:40 A. M., Chicago 5:00 P. M. Sleepers to Chicago, Cleveland, and Cincinnati. Dining Car.

7:30 P. M.—Buffalo and Cleveland Vestibuled Express daily. Arrives Buffalo 7:05 A. M., Bradford 7:17 A. M., Jamestown 7:00 A. M., Cleveland 12:30 P. M. Sleepers to Buffalo and Cleveland, making direct connection for Detroit, Chicago, and the West. Café Library Car.

8:45 P. M.—Solid train to Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati. Dining Car.

Tickets, Local Time Cards, and Pullman accommodations at 111, 113, 261, 401, and 957 Broadway, 127 Bowery, 156 East 125th St., and 273 West 125th St., Chambers and West 23d St. Ferries, New York; 333 and 860 Fulton St., 98 Broadway, Brooklyn; 200 Hudson St., Hoboken, and Jersey City Station. New York Transfer Company calls for and checks baggage from hotels and residences to destination.

TRAVELERS' GUIDE—RAILROADS.

PENNSYLVANIA RAILROAD.

STATIONS foot of West Twenty-third Street, Desbrosses and Cortlandt Streets.

The leaving time from Desbrosses and Cortlandt Streets is ten minutes later than that given below for Twenty-third Street Station.

7:55 A. M. FAST MAIL.—Pullman Buffet [illegible] Car New York to Pittsburg. Sleeping Car [illegible] burg to Chicago. No coaches to Pittsburg.

9:50 A. M. FAST LINE.—Pittsburg and [illegible] land.

9:50 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, [illegible] ing, and Observation Cars. For Chicago, [illegible] land, Toledo, Cincinnati, Indianapolis, [illegible] ville, St. Louis.

1:50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville, (via Cincinnati,) [illegible] cago, St. Louis.

5:50 P. M. WESTERN EXPRESS.—For [illegible] land, Chicago. For Toledo except Saturday.

7:40 P. M. SOUTHWESTERN EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, [illegible] Louis.

7:40 P. M. PACIFIC EXPRESS.—For [illegible] and Chicago. Connects for Cleveland [illegible] Saturday.

8:20 P. M. MAIL AND EXPRESS.—[illegible] Buffet Sleeping Car New York to Altoona, [illegible] Liberty, Pittsburg, and points West, daily except Sunday. No coaches.

WASHINGTON AND THE SOUTH.

7:50, 8:20, 9:20, 9:50, (Dining Car,) 10:50, (Dining Car,) A. M., 12:50, 1:50, (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, [illegible] ing Car,) 4:50, (Dining Car,) 8:50 P. M., [illegible] night. Sunday, 8:20, 9:20, 10:50, (Dining [illegible] A. M., (3:20 "Congressional Lim.," all [illegible] and Dining Cars,) 4:20, (Dining Car,) [illegible] (Dining Car,) 8:50 P. M., 12:05 night.

SOUTHERN RAILWAY.—Express, 4:20 P. M., 12:05 night daily.

ATLANTIC COAST LINE.—Express, 9:20 A. M. and 8:50 P. M. daily.

CHESAPEAKE & OHIO RAILWAY.—4:50 P. M. daily.

FOR OLD POINT COMFORT and NORFOLK.—7:50 A. M. week-days and 7:40 P. M. daily.

ATLANTIC CITY.—1:50 P. M. week-days, (Desbrosses and Cortlandt Streets 2:10 P. M.) Through Vestibuled Train. Buffet Parlor Cars, Passenger Coach, and Combined Coach.

CAPE MAY.—12:50 P. M. week-days.

Long Branch, Asbury Park, (Interlaken, Sundays,) Ocean Grove, and Point Pleasant, (from West Twenty-third Street Station,) 8:50, 11:50 A. M., 2:20, 3:20, 4:50, 11:15 P. M. Sundays, 9:20 A. M., 4:50 P. M., (from Desbrosses and Cortlandt Streets,) 9:10 A. M., 12:10, 2:30, 3:40, [illegible] 11:50 P. M. Sundays, 9:45 A. M., 5:15 P. M.

FOR PHILADELPHIA.

6:10, 7:20, 7:50, 8:20, 8:50, 9:20, (9:50 Penna. Limited,) 9:50, (Dining Car,) 10:50, (Dining Car,) 11:50 A. M., 12:50, 1:50, 2:50, 3:20, 4:20, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night. Sundays, 6:10, 8:20, 8:50, 9:20, 9:50, (Limited,) 9:50, 10:50, (Dining Car,) A. M., 1:50, (Dining Car,) 3:50, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night.

Ticket offices Nos. 461, 944, 1,196, 1,323, 111, and 261 Broadway; 1 Astor House; West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Pennsylvania Annex Station, Brooklyn; Station Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone "1274 Eighteenth Street" for Pennsylvania Railroad Cab Service.

J. B. HUTCHINSON, General Manager. J. R. WOOD, General Pass'r Agent.

LEHIGH VALLEY SYSTEM.

Stations foot of West 23d St., (Penn. R. R.) Cortlandt, or Desbrosses St.

*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.

*6:10, 6:20 A. M. daily, (Sunday *6:25, 7 A. M.,) for EASTON and intermediate stations.

*7:50, 8:20 A. M. daily for WILKESBARRE, SCRANTON, (week days,) ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and the West, and principal local points; dining car and chair car to Buffalo.

*11:50, 12:00 noon daily, except Sunday.

"BLACK DIAMOND EXPRESS."

Arrives Buffalo 9:55 P. M. Pullman Vestibule Day Coaches and Parlor Cars. Dining-Car Service. Meals à la carte. Connects at Buffalo with through sleepers to Detroit and Chicago.

*12:50, 1:00 P. M. daily for EASTON, MAUCH CHUNK, WILKESBARRE, SCRANTON, (week days,) and coal branches. Chair car to Mauch Chunk.

*3:50, 4:10 P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car for Wilkesbarre.

*4:50, 5:20 P. M. daily, except Sunday, for EASTON and intermediate stations. Chair Car to Easton.

*4:50, 5:15 P. M. Sundays only for MAUCH CHUNK and intermediate stations.

*5:50, 6:10 P. M. daily, except Sunday, for EASTON and principal intermediate stations.

*6:50, 7:00 P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper vestibule train N. Y. to Chicago. Sleepers to Buffalo and Toronto.

*7:40, 8:00 P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, SAYRE, GENEVA, ROCHESTER, BATAVIA, BUFFALO, and TORONTO. Pullman Sleeper for Buffalo. None but sleeping-car passengers carried. No baggage carried.

*8:20, 8:30 P. M. daily for WILKESBARRE, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman Sleeper to Chicago.

Additional local trains daily, except Sunday, for SOUTH PLAINFIELD, BOUND BROOK, and intermediate points leave as follows: *10:20, 10:30, *10:20, 10:30, (Sundays only,) A. M., *2:20, 2:30, *3:50, 4:10, *5:50, and 6:30 P. M.

Tickets and Pullman accommodations at 113, 261, 273, 355, 944, and 1,323 Broadway, 31 E. 14th St., 156 E. 125th St., 127 Bowery, N. Y.; 860 Fulton St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.

N. Y. Transfer Co. will call for and check baggage from hotel or residence through to destination.

DELAWARE, LACKAWANNA AND WESTERN

Stations in New York foot of Barclay and Christopher Streets.

VESTIBULED TRAINS, PULLMAN BUFFET CARS, PINTSCH LIGHT.

8:00 A. M.—BINGHAMTON MAIL. Stops at principal stations.

10:00 A. M. (café car)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, UTICA, RICHFIELD SPRINGS, SYRACUSE, and OSWEGO EXPRESS. Pullman Palace Cars. Connecting at Buffalo with trains for Chicago and points West.

1:00 P. M.—CHICAGO and BUFFALO VESTIBULED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, &c. Pullman Buffet Parlor Cars to Elmira. Through sleeping cars and day coach to Chicago, arriving at 4:00 P. M.

4:00 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman Buffet Parlor Cars.

7:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED LIMITED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Through Buffet Sleeping Car to Chicago.

8:30 P. M. (daily)—BUFFALO EXPRESS. Pullman Sleeper for SCRANTON, BINGHAMTON, ELMIRA, BATH, MT. MORRIS, and BUFFALO, arriving Buffalo 8 A. M.

9:30 P. M. (daily)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, SYRACUSE, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman Buffet Sleepers.

TICKETS AND PULLMAN ACCOMMODATIONS at Henry Gaze & Sons, Ltd., 113 Broadway; 14 Park Place, 429 Broadway, and 942 Broadway. Tickets at Ferry Stations, 111 Fourth Av., cor. 12th St.; 61 West 125th St., 235 Columbus Av., New York; 338 and 726 Fulton St., and 106 Broadway, Brooklyn. Time tables, giving full information, at all stations.

Westcott's Express Company will call for and check baggage from hotel or residence to destination.

BALTIMORE & OHIO R. R.

Leave New York, Whitehall Terminal, South Ferry, and foot of Liberty Street.

*Daily. †Except Sunday. ‡Sundays.

CHICAGO, *4:30 A. M., *1:45 P. M., *12:15 night.

PITTSBURG, *4:30 A. M., †3:30 P. M., †1:45 P. M., *12:15 night; (4:30 A. M. trains for Liberty St. only.)

CINCINNATI, ST. LOUIS, *10:00 A. M., *5:55 P. M.

WASHINGTON, BALTIMORE, †7:55, *10:00, (Diner,) *11:30 A. M., (Diner,) *1:00 P. M., *1:45, (Diner,) †3:30, (Diner,) *4:55, (Diner,) *5:55 P. M., and *12:15 night. NORFOLK, 11:30 A. M.

NEW ORLEANS, *4:55 P. M., (through sleeper.)

All trains are illuminated with Pintsch Light.

Offices: 113, 172, 261, 434, 1,284 B'dway, 31 E. 14th St., 127 Bowery, N. Y.; 339, 344 Fulton St., Brooklyn; Whitehall Terminal. Baggage checked from hotel or residence to destination.

ONE DOLLAR PER YEAR.

The New York Times Saturday Review of Books and Art,

a newspaper in itself; 16 pages, and occasionally 24, devoted entirely to books and art.

Selected classified lists of books printed several times a year as a guide to readers, with occasional lists on special topics of the day.

Books reviewed often from advance sheets; all the important books reviewed.

Reports of sales of books at [illegible] tion in New York, Boston, and London compiled by experts.

A weekly review of events in the Art World.

Regular letters from London, [illegible] Boston and other cities.

News notes on new books gathered in regular visits to publishers.

The best and cheapest literary publication in America.

The New York Times

"All the News That's Fit to Print."

[illegible] OF MEMORIAL DAY

[illegible] Parades of Veterans to Take Place in Manhattan and Brooklyn.

OTHER PATRIOTIC EXERCISES

Arrangements of Grand Army Posts for the Observance of the Holiday —A Varied Programme of Sports and Outings.

Preparations on a far more elaborate scale than usual have been made for the celebration of Memorial Day this year, interest in the holiday and in the events which it commemorates having been quickened by the existing state of war and the departure of thousands of New York troops for the South on their way to future battlefields. The patriotism of the veterans of the civil war, and of the younger generation as well, has been stirred deeply by the events of the last few weeks, and an opportunity will be afforded to-day for manifestations of the popular feeling which would not be possible in peaceful times.

The chief event of the day in New York will be the parade of the veterans of the Borough of Manhattan and other organizations, which will move at 10 o'clock from Fifth Avenue and Forty-first Street. Col. William H. Van Wyck will act as grand marshal, and it is expected that there will be from 7,500 to 10,000 men and boys in line. The procession will march down Fifth Avenue to Washington Square and will be reviewed at the Worth Monument. It is expected that Gov. Black and Gen. J. P. S. Gobin, Commander in Chief of the Grand Army of the Republic, will be on the reviewing stand. Complete details of the order of parade were published in THE NEW YORK TIMES yesterday morning.

Parade in Brooklyn.

There will also be a parade in Brooklyn, which will start at 10 o'clock on Bedford Avenue. The line of march will be through Bedford Avenue to St. Mark's Avenue, to Grand Avenue, to Eastern Parkway, concluding by passing under the Memorial Arch on the Prospect Park Plaza. The grand marshal will be Thomas B. Rutan, with George H. Jackson as Adjutant General and Chief of Staff. The organizations in line will include twenty-seven posts of the Grand Army of the Republic, the First Regiment of the Knights of St. John and Malta, the orphan boys of St. John's Home, forty marines from the navy yard, preceded by the Navy Yard Band; five companies from the Baptist Boys' Brigade, and one company of St. Peter's Naval Cadets.

The parade will be reviewed on the Eastern Parkway by Controller Bird S. Coler. After the line of march is concluded the veterans will proceed to the National Cemetery at Cypress Hills, where memorial exercises will be held at 2 o'clock P. M. Edward M. Grout, President of the Borough of Brooklyn, will preside, Henry A. Powell will deliver the oration, and the Rev. Father Sylvester Malone will offer prayer. The graves of veterans will be decorated by the Columbian Guards of Mansfield Post, and there will be singing by the Concordia Singing Society.

In addition to the general public celebrations of the day, there will be many other observances of a patriotic character, while the programme of outdoor sports in the city and vicinity is so long and varied that pleasure seekers will have difficulty in determining how and where to spend the day. Of course, nearly everything except the parades depends upon the weather; the veterans can be depended upon to march, rain or shine.

The following is a classified list of the events scheduled for the holiday:

Patriotic and Memorial.

Carnegie Music Hall, Fifty-seventh Street and Seventh Avenue.—Grand Army memorial exercises at 8 P. M. Gov. Black has been invited to preside, and Gen. A. D. Shaw, Post Commander of the Department of New York, will be the orator.

Lafayette Post will go to Fishkill, where at 11:30 o'clock a statue of Gen. Lafayette will be unveiled and presented to Melzingah Chapter, Daughters of the American Revolution. The ceremonies will be held at the Brinckerhoff House, near Fishkill, where Lafayette was ill during the Revolution.

Steinwehr Post will go to Albany to attend the unveiling of a statue to Gen. Steinwehr.

John A. Dix Post, accompanied by the Seventh Regiment Band, will hold memorial services at the grave of Gen. Dix in Trinity Cemetery. The orator will be the Rev. G. Parkes Cadman.

The statues of Washington, Lincoln, and Farragut will be decorated by the posts which bear those names.

U. S. Grant Post of Brooklyn will hold memorial services at the tomb of Gen. Grant after the parade.

Abel Smith Post will hold exercises at the Cemetery of the Evergreens in Brooklyn, at which Foster L. Backus will deliver an address. The Veteran Association of the One Hundred and Sixty-fifth New York Volunteers will participate in the exercises.

G. K. Warren Post will visit Cypress Hills Cemetery in Brooklyn, where George H. Alexander will deliver a memorial address.

George C. Strong Post of Brooklyn will hold services at the graves of Major Gen. George C. Strong and Brevet Brig. Gen. Samuel Graham, in Greenwood. An oration will be delivered by the Rev. Dr. Robert J. Kent.

Memorial services and a celebration of the Manila victory will be held in the evening at Prohibition Park, Staten Island.

The Hebrew Union Veterans' Association will hold memorial services at Temple Emanu-El in the evening.

Typographical Union No. 6 will dedicate a monument in Mount Hope Cemetery at 3 P. M. in honor of departed members of their craft. Congressman Amos J. Cummings will deliver the oration.

The Brooklyn Single Tax League and the Woman's Single Tax League will decorate the grave of Henry George in Greenwood.

Barney Rourke and his friends will visit the grave of J. J. O'Brien, former Chairman of the Republican County Committee, in Calvary Cemetery.

Public Institutions.

Manhattan State Hospital, Central Islip, L. I.—Athletic sports for the inmates.

Montefiore Home for Chronic Invalids.—Formal opening of the country sanitarium at Bedford Station, Westchester County.

Baseball Games.

Cleveland-New York, Polo Grounds, morning and afternoon.

Cincinnati-Brooklyn, Washington Park, morning and afternoon.

Manhattan and Fordham, morning, at Jasper Field, afternoon at Fordham.

Georgetown and Orange Athletic Club, morning and afternoon, at Orange.

Nassaus (of Princeton) and Englewood, at Englewood, N. J.

South Orange Field Club-South Orange Y. M. C. A., at South Orange.

New Jersey Athletic Club-Cranford, morning at Cranford, N. J., afternoon at Bergen Point.

Events for the Wheelmen.

Michael against electric triplet and other events, Maine Monument benefit, Ambrose Park.

Associated Cycling Clubs of New York at Berkeley Oval.

Annual Irvington-Millburn road race.

Atalanta Wheelmen's race meet at Waverly [illegible], New Jersey.

Hudson County Sportsmen's Association at Hudson County Driving Park.

Fifteen-mile paced race for amateurs, Century Cycle Racing Association, Morristown, N. J.

[illegible] races, Excelsior Boat Club at Clifton, N. J.

Excelsior Boat Club at Clifton, N. J.

Associated Cycling Clubs of Eastern District, run to Whitestone.

Besides the above there will be amateur races at Whitestone, Patchogue, and Sayville, L. I.; [illegible], Poughkeepsie, Hohokus, N. J., and other places in the vicinity of New York.

On the Golf Links.

[illegible] County Golf Club, Morristown, N. J.—Foursome contest for members.

[illegible]'s Golf Club, Mount Hope, Westchester County.—Annual handicap competition for [illegible] Cup.

[illegible] County Golf Club, Greenwich, Conn.—Tournament for cup given by the President, [illegible] McCutcheon.

[illegible] Club, Short Hills, N. J.—Members' [illegible] for Classes A and B.

[illegible] Club, Noroton, Conn.—Handicap [illegible] men and women.

[illegible] Cricket Club.—Semi-annual handicap [illegible] Cup.

[illegible] Club.—Formal opening of the [illegible] handicap for cup given [illegible]

[illegible] Country Club, Staten Island [illegible]

[illegible]

Elizabeth Town and Country Club, Elizabeth, N. J.—Special contests.

Englewood Golf Club, Englewood, N. J.—[illegible] contests.

Westchester Country Club.—Mixed foursomes [illegible] Cup.

[illegible] Golf Club.—President's Cup contest [illegible]

[illegible] Sweepstakes [illegible] Island [illegible]

[illegible] Golf Club, Plainfield, N. J.—[illegible] Cup competition.

Richmond Hill Golf Club, Richmond Hill, L. I.—[illegible] tournament.

Crescent Athletic Club, Bay Ridge.—Members' [illegible].

Marine and Field Club, Bath Beach.—Members' handicap.

Yachting.

Spring regatta Harlem Yacht Club.

Special regatta Indian Harbor Yacht Club.

Seawanhaka-Corinthian Yacht Club, knockabout races.

Oceanic Yacht Club, knockabout races.

Penataquit-Corinthian Yacht Club of Bay Shore, L. I., special race for the dinghy class.

The Atlantic, American, Gravesend Bay, Brooklyn, Jamaica Bay, and Riverside Yacht Clubs will place their houses in commission, but will hold no races.

Rowing.

Annual Spring regatta on the Harlem, 9 A. M.

Annual Spring regatta on the Passaic, at Newark, 9 A. M.

Cricket.

Staten Island Cricket Club.—Germantown Lingari, at Livingston, S. I.

Kings County Cricket Club.—Manhattans and New York, Abroath-Manhattans, (second eleven,) at Prospect Park.

New Jersey Athletic Club-Linden Cricket Club, at Camden, N. J.

Lacrosse.

Crescent Athletic Club.—Toronto University, Bay Ridge.

Montclair Athletic Club-Staten Island Athletic Club, Bergen Point.

Polo.

Meadow Brook Hunt Club-Rockaway Hunt Club, Westbury, L. I.

Horse Racing.

Gravesend.—Special Memorial Day programme of Brooklyn Jockey Club.

Goshen.—A special meeting consisting of three trotting and pacing events.

Newark.—Opening of a three days' programme of harness racing.

New Paltz.—Special race for $500 a side between Lejeno, 2:14¼, trotter, owned by J. A. Sheeley of Ellenville, and Cute, 2:15¼, pacer, the property of B. B. Strong of New Paltz.

White Plains.—Special trotting race, with six entries, for a purse of $1,000.

Parkway Driving Park, Brooklyn.—Matinée races.

Outings.

Epworth League of Brooklyn.—Annual excursion to Iona Island.

New York Caledonian Club.—Excursion to Oriental Grove.

Joseph Chickering Association.—Picnic at Cypress Hills Park.

East Side Branch of the Young Men's Christian Association.—Outing at the home of the Chairman of the branch, F. R. Crumbie, at Nyack.

Xavier Club.—Picnic and games at "The Cove," Livingston, S. I.

Courtelyou Club.—Afternoon and evening entertainment and games at the club grounds, Bedford and Newkirk Avenues, Brooklyn.

Athletic Sports.

Annual Spring carnival New Jersey Athletic Club, Bergen Point.

Open games Brooklyn Athletic Club, Monteverde's Park, Maspeth, L. I.

Games of the Greater New York Irish Athletic Club, Celtic Park, Laurel Hill, Long Island City. The club will open its new grounds, which have been fitted up at a cost of $10,000, City Magistrate Brann delivering the opening address.

Games of the Mamaroneck Athletic Club, at Mamaroneck, 2 P. M.

Scottish-American Athletic Club games, at Jersey City, 2 P. M.

Shooting.

South Side Gun Club, Newark, N. J.

East Side Gun Club, Newark, N. J.

Independent Gun Club, Plainfield, N. J.

Glenmore Rod and Gun Club, Newburg, N. Y.

New Utrecht Gun Club, Woodlawn.

Endeavor Gun Club, Jersey City.

Empire Rod and Gun Club, Flatlands Neck.

Pugilism.

Lenox Athletic Club, Evening.—Leon-Barry fight.

G. A. R. POSTS VISIT GRAVES.

Decorations Distributed Yesterday in Woodlawn and Trinity Cemeteries.

Delegations of Grand Army men from the various posts throughout the city journeyed to Woodlawn and Trinity Cemeteries yesterday and decorated the graves of deceased comrades. Many of the post members were in full uniform, and accompanied several of the posts were members of the Society of Daughters of Veterans.

Among the many posts at Woodlawn was the John A. Dix Post, No. 135. Services were held at the graves of eight comrades, which were decorated with immortelles. The graves of nineteen members of Lafayette Post were decorated by comrades. Farragut Post held services at Admiral Farragut's grave and decorated the graves of many members of the post. John A. Rawlins Post decorated five graves.

Mr. Forbes Talks to G. A. R. Men.

There was a memorial service last night at the Adams Memorial Church, Thirtieth Street, near Third Avenue, which was attended by the members of Seymour Post, G. A. R. The church was decorated with flags and bunting, and the pastor, the Rev. Jesse F. Forbes, told of the battles in which the men before him had fought during the civil war.

Parade Officers at Service.

Grand Marshal Thomas B. Rutan of the Memorial Day parade, attended divine service last night with his staff officers and other Grand Army of the Republic officials, at St. Mark's Protestant Episcopal Church, in Adelphi Street, Brooklyn. The rector, the Rev. Spencer S. Roche, delivered a sermon in which he upheld the attitude of the Government in the present war.

WILLIAMSBURG IN DARKNESS.

Wires in the Vault of the Municipal Electric Light and Power Company Burned.

Williamsburg was in almost complete darkness last night owing to the burning of the wires in a vault of the Municipal Electric Light and Power Company at Rodney and Ainslie Streets.

Shortly before 9 o'clock the chief engineer discovered that there was something wrong somewhere, and while he was investigating some boys who were passing along Ainslie Street, near Rodney, noticed that the iron coverings over the vault and over a connecting manhole in the street were becoming red hot. The attention of the men in the company's power house at that point was called to it and a hurried investigation showed that the vault had become a furnace. About the same time the lights on one circuit after another went out. All the power was shut off and an alarm of fire was turned in. On the arrival of the firemen the fire was confined to the vault. All the wires were destroyed.

Owing to the numerous burglaries lately committed, extra details of policemen, in plain clothes, were sent out to guard the darkened streets. The only lights burning were a few of the Edison Company along Grand Street. In all the other streets the darkness was so great that nobody ventured out of their houses.

It was reported that a rumbling noise, as of an explosion, was heard just before the lights went out, but the officials of the company deny that there was an explosion.

IN MEMORY OF ANTON SEIDL.

Resolutions Presented to His Widow by the Grau Opera Company.

The Directors of the Maurice Grau Opera Company, at a recent meeting held in the Metropolitan Opera House, designated Edward Lauterbach to prepare a set of resolutions of regret at the death of Anton Seidl. These resolutions were engrossed Saturday and presented to Mrs. Seidl. The engrossing was a fine piece of work, and the resolutions were inclosed in a sealskin portfolio lined with purple silk.

The company, the resolutions declare, had aimed to produce the great classics of operatic music, especially Wagner's works, on a scale hitherto unequaled, and with the co-operation of Anton Seidl they hoped that even the similar productions at Baireuth would be outdone. His death meant that these anticipations could not entirely be fulfilled. The plan for a permanent orchestra, which had been the result of "general acknowledgment in this community" of his [illegible] and genius, and was organized largely, if not solely, to secure his permanent [illegible], would not, it was hoped, be [illegible].

The conclusion of the resolutions is sufficiently indicative of the purpose to make the permanent orchestra a reality. It is as follows:

"As a man he has our affection, as a [illegible] our love, as a musician our adoration. We offer to his memory no sculptured [illegible] or monumental [illegible], but that which [illegible] would most have loved, our resolve to [illegible]

Royal Baking Powder
Absolutely Pure

SERMON TO 600 VETERANS

Memorial Service at the Church of St. Paul the Apostle.

FATHER ELLIOTT ON THE WAR

He Declares That It Is Right to Battle When Peace Is Wrong—Character of G. A. R. Men.

A memorial service for the Grand Army of the Republic was held last evening at the Church of St. Paul the Apostle, Columbus Avenue and Sixtieth Street. Long before the time set for the services an immense congregation had assembled, which filled every pew not reserved for the veterans, and the aisles and rear of the church to the doors were one mass of standing humanity.

More than 600 veterans attended the service, representing the following associations: Veteran Post, No. 436; Adam Goss Post, No. 380; Edwin D. Morgan Post, No. 307; Cameron Post, No. 75; George Ricard Post, No. 362; Joe Hooker Post, No. 128; Gens. Shields-Corcoran Post, No. 69; Thetford Post, No. 8; Sheridan-Ellsworth Post, No. 67; Gen. James S. Wadsworth Post, No. 77; Dahlgren Post, No. 113; George G. Meade Post, No. 38, and Hans Powell Post, No. 339. Each post had its own colors, as well as remnants of the flags carried in the encounters in which they participated.

The service began with the singing of the hymn, "We Praise the Gallant Soldiers," followed by a prayer for the Republic, after which the Rev. Walter Elliott delivered the address of the evening. Father Elliott, who is himself a veteran of the civil war, said in part:

"The flag has been unfurled and placed in the care of our soldiers and sailors, and the duty of the hour demands of us warlike ardor. Let us be one with the sailors and soldiers, and let there be no skulking.

"No man is at peace, when his country is at war, and if his affairs are such as to prevent his going to the front, he can at least give his active sympathy to the Nation.

"Every man must look upon his own country as right, and so it behooves a man to invoke victory upon our arms, and also at this memorial time to turn our attention to warlike matters"

Father Elliott justified the interference of the United States in Cuba, and said war is right when peace is wrong. He characterized Spain's treatment of her colonies as intolerable, and advocated the conducting of the present war on swift, decisive lines, which would best accomplish the desired end of peace.

In closing, Father Elliott referred to Dewey's victory, and said the God of Battles had given us the Philippines.

The litany for the dead, together with patriotic hymns and the benediction concluded the service.

Father Elliott's original intention was to have made his address last evening a defense of the Grand Army of the Republic against the accusation that it was the home of fraudulent pension claimants. The Spanish war interfered, however, and so leaflets, containing Father Elliott's views on the subject, were distributed among the congregation.

He contends that the least acquaintance with the 300,000 veteran soldiers and sailors of the G. A. R., shows them to be men of earnest character, engaged in every honorable vocation of commerce, professional life, and agriculture, and a large proportion being practical members of various religious denominations.

From these inferences he proceeds to show that the vast majority of veterans deserve their pension and all the honor their country can bestow upon them. It has been the few bad men in the Grand Army of the Republic, he said, who are responsible for the charge of fraud, so often thoughtlessly applied to the organization.

MEMORIAL SERVICES IN BROOKLYN.

Ceremonies at the Tomb of the Martyrs and at Beecher Statue.

The observance of Memorial Day in Brooklyn began yesterday, when services were held at the graves of veterans in the different cemeteries. In the afternoon services were held at the tomb of the martyrs in Fort Greene Park, at the Lincoln Statue in Prospect Park, and at the Beecher Statue in the City Hall Park.

The services at the Beecher Statue were participated in by Moses F. Odell Post, No. 443, the Memorial and Executive Committee of the G. A. R., the Beecher Cadet Corps, and the Sunday school children of Plymouth Church. W. A. Powers, Commander of the post, called the assemblage to order and introduced Frederic W. Hinrichs, who presided. The statue was decorated by the Sunday school children, and Mr. Beecher's favorite hymn, "Love Divine," was sung. The oration was delivered by Gen. Horatio C. King, who spoke in favor of an alliance between America and England. "Mr. Beecher," he said, "never ceased to advocate a moral alliance between the two great English-speaking nations. I am sure, were he alive to-day, he would hail the coming of the proposed alliance, which, accomplished, will insure perpetual peace throughout the universe." The Rev. Horace Porter gave the benediction, and the exercises closed with the singing of "America" by the audience.

The services at the Lincoln Statue in Prospect Park were conducted by Harry Lee Post, No. 21, assisted by George C. Strong Post, No. 534, and the children of the Industrial Home on Sterling Place. The assemblage was called to order at 2 o'clock by David U. Quick, Commander of Lee Post. Assistant Corporation Counsel Jenks presided, and the oration was delivered by Patrick E. Callahan, formerly Assistant District Attorney.

At Fort Greene the ceremonies were under the direction of Thomas C. Devin Post, No. 148; John Cassidy Commandery, the Memorial and Executive Committee, the Society of Old Brooklynites, Monitor Naval Veteran Association, Fort Greene Chapter, Daughters of the American Revolution; the Prison Ship Monument Association, First Regiment Knights of St. John and Malta, orphans of St. Joseph's and St. John's Home, and the children of Public School No. 5. James D. Bell, Chairman of the Memorial Committee, called the gathering to order. John L. Devenney presided, and the Rev. J. A. Brosnan delivered the oration. Patriotic songs were sung by the children, and they also decorated the tomb of the martyrs.

In addition to these ceremonies the graves of the veterans in the different cemeteries were decorated by details from the various Grand Army posts.

In the South Second Street Methodist Episcopal Church last evening Mansfield Post, Grand Army of the Republic, attended a special memorial service, and an American flag made of flowers was presented to them.

Services at Union Church.

The surviving veterans of Kimball Post, No. 100, and of Reno Post, No. 44, with a delegation of the One Hundred and Ninth New York Volunteers, attended memorial services last night in the Union Methodist Episcopal Church, in West Forty-eighth Street, near Broadway. The church was tastefully decorated with a profusion of American colors. The pastor, the Rev. Clark Wright, in his invocation called down blessings on President McKinley, the members of his Cabinet, Congress, the Governors of the several States, the sailors and soldiers of the United States, and upon Rear Admiral Dewey and his men. The mention of the name of the hero of Manila brought forth considerable applause and hand-clapping.

Ascension Church Services.

At the memorial services held at the Church of the Ascension, Fifth Avenue and Tenth Street, there were present, in addition to a large congregation, members of James Monroe, George Washington, and Lincoln Pioneer Posts, G. A. R. The American flag was thrown about the altar rails. The Rev. Percy Stickney Grant preached the sermon. After the sermon the congregation sang "The Star-Spangled Banner."

Sermon on Hero Soldiers

Alexander Hamilton Post, G. A. R., No. 182, with the Woman's Relief Corps of the same post, last night listened to a patriotic [illegible]

Just stepped out; will be back to-morrow morning.
Clothes, hats, shoes and furnishings for man or boy.
ROGERS, PEET & Co.
Prince and Broadway.
Warren and Broadway.
Thirty-second and Broadway.

DR. ABBOTT ON AMERICA'S DESTINY.

He Says the Church of Spain Is a Persecuting Church, but American Catholics Stand for Liberty.

The sermon preached yesterday morning in Plymouth Church by the Rev. Dr. Lyman Abbott was on "The Duty and Destiny of America," and several times the enthusiasm of the audience was roused to such a point that hearty applause interrupted the preacher. One of these occasions was when he praised the patriotism of the Catholic Church, and another was when, in urging that war be made sharply and decisively, he said: "I believe in peace, but not in peaceful war."

Dr. Abbott said that three months ago he was holding that America had enough problems of her own to take care of, and that she should not meddle in the affairs of other nations. Events had shown that he was wrong in that opinion, and he now retracted it.

"This Nation," he continued, "has suddenly been thrust out to take its place with the other nations of the earth. We awoke one morning to find ourselves on the other side of the globe, taking our part in the affairs of nations as do Germany and Russia. We have passed out of our teens, and although crudities of boyhood cling to us, we have, nevertheless, entered upon our National manhood.

"It is the old issue of despotism against liberty in a new form. I do not hate Spain, and I don't intend to glorify the United States; but put the two countries side by side. On the one hand we have self-government against a traditional despotism; a public school system against the greatest illiteracy of any State in Europe; nineteenth century methods against sixteenth century methods, and religious freedom against a persecuting Church.

"I do not want to be misunderstood on that last point. The Church of Rome is not a persecuting Church. Religious liberty is as safe to-day in the hands of American Catholics as in those of American Protestants; as safe with Cardinal Gibbons and Archbishop Ireland as with any minister in the land. But the Church of Spain is still a persecuting Church, while the Catholic Church of America loves and stands for liberty. [Applause.]

"We cannot draw back in this war. It should be pushed forward with vigor, expedition and terrible force, that it may be the more merciful. I believe in peace, but not in peaceful war. [Applause.] We must not sheathe a sword or drop a gun until the Spanish flag is driven from this continent."

In closing, Dr. Abbott referred to an alliance between England and America as desirable, and declared that this country must be responsible for the maintenance of liberty in Cuba, Puerto Rico, and the Philippine Islands.

REV. DR. EATON ON THE WAR.

He Thinks This Nation Should Not Become Entangled in Any Foreign Alliance.

The Rev. Dr. Charles H. Eaton held the last services of the season at the Church of the Divine Paternity yesterday. The services closed the meetings of the congregation until Oct. 2, when they will meet in the new church edifice, now being constructed at Central Park West and Seventy-sixth Street.

"May Great Britain and the United States," said Dr. Eaton, "join in a great court of arbitration, so that peace and all the arts of peace may be pursued. And, if it is possible, may Germany, for she is Saxon, the parent root of the race, join in this grand court of arbitration, and forever conserve peace, with all its blessings. While it may be necessary to hold forts and territory for awhile, in accordance with usages and requirements of warfare, and while it may seem to be contrary to the spirit of our country, let not this temporary possession sweep away our idea of what the true spirit of the government of this country is, and may we not be deprived of our calm judicial mind, and not forgetful of what the true work and destiny of this country should be.

"We should not become in any way entangled in foreign alliances—not with England in the partition of China, not with Russia in her encroachments on the Indian frontier, and not with Germany and France in the aggressions in Africa. We can secure our share of all these countries, not with entangling alliances, nor with the arbitrament of war, but with the reaping machine, and railroads, and other devices and products of commerce. England, though sublime in her isolation, and in some respects more democratic than ourselves, has grand projects to accomplish and conditions to meet such as we are not called upon to face. God grant that in the event of a sudden victory the end of the war will not sweep us off our feet, make us lose our judgment, forget the true spirit of this Government, and be unmindful of the humane purpose and exalted motives for which the war was begun."

REMARKS OF DR. J. W. CAMPBELL.

He Criticises Alfred H. Love and the Seventh Regiment.

The Rev. Dr. John W. Campbell of the Eighteenth Street Methodist Episcopal Church preached yesterday morning on "Memorial Day," in which, aside from the tenor of his sermon, he gave his opinion of many affairs now in the public mind. At the beginning of the service Dr. Campbell noted the absence of the Stars and Stripes, and deputizing a veteran of the civil war to bring a flag from another part of the church and place it in the pulpit. It was done while the congregation stood, singing "America."

Dr. Campbell referred to Alfred H. Love, President of the Universal Peace Union, and the letter which was written to the Queen of Spain, and which, it is said, conveyed, according to Mr. Love, the sympathy of the American people to the Spanish ruler. "Love by name and silly by nature," was Dr. Campbell's comment. "When he wrote that letter he ought to have been forced to make Spain his home for the rest of his days. It is weak, positively sickening. I'm ashamed that such sickly sentimentalism exists."

Dr. Campbell touched upon the position of the Seventh Regiment by saying that the willingness of the men to make a personal sacrifice should have moved them to offer themselves immediately, regardless of any regimental pride or desire to preserve an organization.

THE NATION'S NEW DUTY.

Rev. Dr. Adams of Williamsburg Speaks of the War's Outcome.

"God's Providence and the Nation's Duty" was the subject of the Rev. Dr. Adams's address at the morning service yesterday in All Souls' Universalist Church in Williamsburg. "We entered upon this war," he said, "to remove the curse of Spanish rule from Cuba."

He spoke of the necessity for the capture of the Philippines and said: "Let us not be weak-headed in our new position. We [illegible]

the life of all the world and that we never can crawl back into the shell of our selfish isolation. But we have yet to learn that we can interest ourselves in the world's affairs without embarking in the great scramble for the world's territory. We can champion the oppressed without robbing the oppressor. We can exact a fine from the international malefactor without making it look as if the prosecution were a part of a real-estate speculation for our benefit. For one I am perfectly ready to have America, our America, stand up for the weak and insist on fair play among the nations."

Stern Bros
will make to-morrow
An Exceptional Offering of
5000 yds.
Best Quality Scotch
Flannels
in striped effects, new and desirable colorings, at 25c
Heretofore 40c yd.
1000 yds.
Embr'd Skirting
Flannels
at 39c & 69c
Regular prices 50c to 85c yd.
Also
Special Values in
Summer Blankets
And a large assortment of
Lap Robes and Steamer Rugs
At Very Low Prices
West 23d St.

ANGLO-AMERICAN ALLIANCE.

Rev. Dr. MacArthur Believes This Will Be the Crowning Glory of the Century.

The Rev. Dr. Robert S. MacArthur preached last night at Calvary Baptist Church, West Fifty-seventh Street, on "Anglo-American Union and Christian Mission."

"The recent speech of Mr. Chamberlain," he said, "has aroused interest and thought in all parts of the civilized world. It has received general approval in Great Britain and the United States.

"A certain class of politicians whose chief stock in trade is to create dissensions between different branches of the Anglo-Saxon people are the only opponents of the proposed Anglo-Saxon union.

"We must not suppose that this union will be like the Holy Alliance. It will be in fact rather than in form. It will not menace any nation, but will make for the peace and prosperity of all nations. It will mark the triumph of Anglo-Saxonism round the world.

"The term Anglo-Saxon is here used as equivalent to those who speak the English language. It is impossible to use the term with greater accuracy than to limit it to those who speak the English tongue.

"Every nation has some great mission to perform. The Hebrew stands for religion, the Greek for beauty, and the Roman for law. The Anglo-Saxon stands for liberty in its broad sense—political and religious. The Anglo-Saxon is also the great colonizing race. All inferior races must be assimilated to the stronger races or they will be annihilated.

"The Anglo-Saxon is also the great missionary race. It is divinely commissioned to introduce the highest forms of Christianity in all parts of the world. While the Anglo-Saxon is only the one-thirteenth part of mankind, it rules over one-third of the earth's surface.

"Anglo-Saxons, including the Britains and Americans, hold the destiny of the world in their grasp. They can control laws and civilizations for the perpetuation of peace and for the prosperity of the world.

"The American Republic has entered upon a new era. It can no longer be isolated from other nations. The Union Jack and the Stars and Stripes waving over an Anglo-American alliance will be the crowning glory of the nineteenth century."

DR. PETERS TO VETERANS.

Ninth Regiment Men and Others at the Bloomingdale Church.

At the Bloomingdale Reformed Church, West Sixty-eighth Street and Boulevard, the First Mounted Veterans and the Veterans of the Ninth Regiment were present in a body. The Rev. Madison C. Peters preached the sermon, during which he said:

"The Cuban war is waged upon the same principle that our patriotic fathers made war against British authority in 1776, but we had suffered no despotism and endured no wrongs. Our Revolution was fought on a preamble. We declared that taxation and representation should go together. If the Cuban fight for liberty had found no echo in America the hope of the future would have been one of gloom and tyranny.

"It is not true that Columbus discovered America. America discovered Columbus. Five hundred years before Columbus set sail from Palos the hardy Norsemen from Norway and Iceland discovered the North American mainland. Our country is neither Spanish in its discovery, its history, its faith, or its ideas of liberty and law. We owe nothing to Spain. When we were struggling to take our place among the nations of the earth, and when Spain was one of the great powers of Europe, she was our bitter foe. France pretended friendship, but she gave what help she did that she might show her hatred of England.

"Next to the English, America is indebted to the brave old Hollanders, the Scotch Presbyterians, the Irish Calvinists, the Quakers, and the Huguenots. These are the men and the races that settled and built up the United States and fought their way to liberty and everything that we hold dear against the power and bigotry of Spain. Surely the hand of God was in the early migration to this country—the chosen ones of God called out to take possession of the land.

"Mexico and the South American Republics are the results of Spanish discovery, Spanish liberty, and Spanish faith."

METROPOLITAN TEMPLE FILLED.

G. A. R. Posts Hear the Rev. S. P. Cadman Preach.

At the Metropolitan Temple, Fourteenth Street and Seventh Avenue, last night every seat was occupied save the pew formerly occupied by Gen. Grant, which was draped with the National flag. There were present at the services 500 men in uniform, members of John A. Dix, Lafayette, and Duryea's Zouaves Posts, Grand Army of the Republic.

The Rev. S. Parke Cadman preached the sermon. He said the result of the civil war and the whole history of the country showed Divine law leading up to the present conflict with Spain. Ever since the discovery of America there had been two civilizations fighting for control of the country, represented, respectively, by the Anglo-Saxon race and the Spanish and French. He foresaw an Anglo-Saxon alliance, an alliance of the English-speaking peoples, to rule the world for the enlightenment of all nations.

He eulogized the heroes of the civil war and praised Dewey as a hero of the present war. God, he said, still had Grants in the wilderness and Lincolns in the forests to rise up for the upholding of the honor of this country.

St. Alphonsus's Church Anniversary.

St. Alphonsus's German Catholic Church in Kent Street, Brooklyn, will continue to-day the celebration of its double event, the [illegible] anniversary as a parish and the twenty-fifth anniversary of the pastorate of its rector, the Rev. Wendelin Guhl, which was begun yesterday with a concert held in St. Anthony's Hall, corner Greenpoint Avenue and Calyer Street. The concert was given by the pupils and members of the church, under the auspices of the Sisters of Notre Dame. Two high masses will be celebrated to-day, the 10:30 service by Bishop Wigger of Newark, N. J., assisted by Bishop McDonnell of Brooklyn. In the afternoon a banquet will be given to about 100 priests under a tent pitched in the yard of the church. If the weather permits, it is proposed to hold a big torchlight parade to-night. It is expected that fully 3,000 people will participate, many church societies of Brooklyn, as well as this borough, having promised to attend.

Our Lady of Lourdes Church Open.

The first service in the new Roman Catholic Church of Our Lady of Lourdes, formerly St. Francis de Sales, in Aberdeen Street, near Broadway, Brooklyn, was held yesterday, and was attended by a congregation which filled the big edifice to the furthest corner. Many priests from other Catholic churches were present. The church is one of the finest edifices on Long Island, and the interior holds an exact reproduction of the famous Grotto of Lourdes. The ground for the church was broken in June, 1896. It is under the care of the Novitiate of the Fathers of Mercy. The rector is the Rev. Eugene Porcile. The church is built upon the plan of a cross, and is entirely free from columns, piers, and galleries. It has a frontage of 88 feet, and a depth of 200 feet. It has a seating capacity of 1,000. The high mass was exceptionally solemn, and lasted until 10 o'clock.

TWO NEGROES PUT TO DEATH.

Lynched at Concord, N. C., for Assaulting and Murdering Miss Emma Hartsell.

CONCORD, N. C., May 29.—Joe Kiser and Tom Johnson, both negroes, were killed here to-night by a mob for assaulting and murdering Miss Emma Hartsell, daughter of Frank Hartsell, who lives four miles from this place. The crime for which the negroes died was committed this afternoon. Miss Hartsell's throat was cut from ear to ear.

As soon as the negroes were arrested they were placed in jail, and the Sheriff made every provision in his power to protect them from a lynching, which he feared would be attempted.

His defense was inadequate. At 10:30 o'clock about 1,500 men attacked the jail, overpowered the guard, took the prisoners from their cells, dragged them to the place where the crime was committed, and hanged them from a tree. Hundreds of bullets were shot into the bodies.

THE PURSE DIVORCE CASE.

Further Hearing to be Given This Week at Perry, Oklahoma.

PERRY, Oklahoma, May 29.—Christopher J. Purse, now of Boston, formerly an insurance man of New York, where he married in 1890, arrived here to-day to fight against his wife, Mary D. Purse, in a divorce case.

Purse got a divorce here twenty months ago, and a few months after married a Boston woman. His former wife did not know her husband was divorced until she received news of his second marriage, and she immediately began proceedings to set aside the decree. The decree was set aside here five days ago, but publicity could not be made owing to the fact that the papers in the case were taken from the court.

Wife No. 1 lives at 370 West Forty-sixth Street, New York. She alleges her husband obtained divorce by fraud and perjury.

Purse says he married his wife under protest. He says that her mother used a pistol to force him into marriage. Both allege abandonment. The case will have a further hearing this week.

Registered Trade Mark.
Clearance Sale
commencing to-morrow of surplus stock of
Wash Dress Fabrics
(Mostly of recent importation)
at "The Linen Store."
1339 yds. Fancy White and Printed Pique at 25c., reduced from 40c.
850 yds. Fancy Cotton Duck Suiting at 35c., reduced from 50c.
1814 yds. Fancy Bourette Ginghams at 25c., reduced from 40c.
2484 yds. French Printed Gaze and Organdies at 20c., reduced from 35 and 40c.
1773 yds. Silk Ginghams at 35 and 50c., reduced from 60, 75 and $1.00.
James McCutcheon & Co
14 West 23d St., N. Y.

COLLARS AND CUFFS
TRADE E. & W. MARK
THE BEST MADE

AMUSEMENTS.

METROPOLITAN OPERA HOUSE.
Memorial Day. MATINEE AND EVENING.
SOUSA'S Trooping of the Colors.
1,000 Chorus, Soldiers, Sailors, 1,000.
SOUSA AND HIS BAND.

CASINO! 2d week! THE COLOSSAL COMIC OPERA FESTIVAL! "THE" "GREATER" ERMINIE!
FRANCIS WILSON, With PAULINE HALL, LULU GLASER, And HENRY E. DIXEY.

KEITH'S CONTINUOUS PERFORMANCE
25c., 50c. Noon to 11 P. M.
SECOND AND LAST WEEK OF
Rose Coghlan in "Nance Oldfield."
JOHN J. BURKE AND GRACE FOREST.
WATSON & HUTCHINGS, DUNCAN, &c.
BIOGRAPH, DEPARTURE 69th REGT.

AMERICAN THEATRE & ROOF GARDEN.
Prices, 25c 50c. 75c. CASTLE SQ. OPERA CO.
BLACK HUSSAR.
Evgs. 8:15. Wed., Sat. Mats. 2
Special Matinée To-day. Next week,
THE BOHEMIAN GIRL (in English.)

LYCEUM 4TH AV. & 23D ST. EVGS. 8:30.
DANIEL FROHMAN......Manager
Matinées Thursday & Saturday, 2:15.
Kelcey-Shannon Company In Clyde Fitch's new play
THE MOTH AND THE FLAME.

ACADEMY OF MUSIC, 14th St & Irving Pl
EXTRA MATINEE TO-DAY.
SHENANDOAH A GREAT BATTLE SCENE.
Summer Prices. Eve., 8:15. 25-50-75. Wed. Mat., 2. 25 & 50c. Sat. Mat., 2. 25-50-75.

KOSTER & BIAL'S Adm. 50c. Mat. Sat.
ADELE RITCHIE in LE REVE,
ROGERS BROS. AND 10 OTHER ACTS.
In Preparation: "COOK'S TOUR"; 100 People.
Extra Matinee To-day, Decoration Day

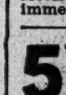
WORLD IN WAX. New To-Day: Barbette of Olympia in Action at Manila. Orchestral Concerts.
EDEN Musee
WORLD IN WAX. New To-Day: Heroes of Army and Navy. CINEMATOGRAPH, War Pictures.

AMUSEMENTS.

WALLACK'S THEATRE.
TO-NIGHT
Lambs Farewell Gambol.
THE SAME PROGRAMME
of old-time minstrelsy and burlesque seen at the Metropolitan Opera House last Monday evening will be repeated by the same cast, including NAT GOODWIN, DE WOLF HOPPER, W. H. CRANE, STUART ROBSON, H. C. BARNABEE, WILLIE COLLIER, IGNACIO MARTINETTI, JOS. GRISMER, WILTON LACKAYE, JEFF DE ANGELIS, W. H. McDONALD, EUGENE COWLES, CHAUNCEY OLCOTT, FRITZ WILLIAMS, DIGBY BELL, JOE HOLLAND, JOHN E. KELLERD, WALTER HALE, WILLIAM PHILIP, T. DANIEL FRAWLEY, GEO. BARNUM, BURR McINTOSH, HARRY CONOR, JESSE WILLIAMS, S. L. STUDLEY, VICTOR HARRIS,
VICTOR HERBERT AND HIS 22D REGT. BAND OF 50 PIECES, AND OTHERS EQUALLY WELL KNOWN.

LONG ISLAND RAILROAD.
MANHATTAN BEACH.
Pain's Special Fireworks Exhibition on Decoration Day
FOR THE "MAINE" BENEFIT FUND.
MAGNIFICENT SPECTACULAR DISPLAYS.
BLOWING UP OF THE MAINE,
THE FALL OF MANILA,
AND THE DESTRUCTION OF THE SPANISH FLEET AND FORTS.
TRAINS WILL BE RUN AS FOLLOWS:
Leave New York (foot 34th St., E. R.) 6:40 and 7:00 P. M. Leave Long Island City (stopping at East New York,) 6:50 and 7:15 P. M. Leave Brooklyn, (Flatbush Av.,) stopping at Bedford Station, Nostrand, Troy, and Utica Avs., 6:30 and 7:00 P. M.
Returning trains will leave Manhattan Beach for Long Island City and Brooklyn at 9:30 P. M., immediately after the Fireworks.

5TH AVE. THEATRE, B'way and 28th St. EDWIN KNOWLES, M'g'r.
LAST 8 PERFORMANCES OF
Mrs. FISKE
in LOVE FINDS THE WAY, and A BIT OF OLD CHELSEA.
Next Week (June 6,) Mrs. FISKE in DIVORCONS



SAM T. JACK'S THEATRE
BROADWAY & 29TH ST.
2 BIG SHOWS EVERY DAY, 2 AND 8.
Jennie Yeamans, Superb Pictures.

GARRICK THEATRE. 35th St., nr. B'way.
MAUDE ADAMS 300th Perf. June 14, Souvenirs. Matinée Wednesday & Saturday.
THE LITTLE MINISTER.

Knickerbocker Evgs. at 8:15. Mats. To-day & Sat.
LAST WEEK—MATINEE TO-DAY.
SOUSA'S BRIDE-ELECT.

Daly's Evenings, 8:15. Mats. Wed. & Sat. at 2.
THE CIRCUS GIRL.
Positively the last week.
Merriest of all musical comedies.

Herald Sq. Thea. Evgs. 8:15. Mat. Wed., Sat., 2:15.
THE GREAT in "A Celebrated Case."
STOCK CO. Pop. Prices. Good Orch. Seat, 50c.
Special Matinee To-day, (Decoration Day.)

ELECTRICAL SHOW.
Six days more. 2 to 11 P. M. 50c. Children, 25c.
MADISON SQUARE GARDEN.

GRAND OPERA HOUSE. 23d St. & 8th Av. Mats. Wed. & Sat.
THE WHITE SQUADRON with ROBT. HILLIARD.
Special Mat. To-day, (Decoration Day.)

Harlem Opera House. Matinée To-day, 25c. & 50c. To-night, 25-50-75c. AMORITA

COLUMBUS. Matinee To-day. Columbus Theatre Stock Co. THE BANKER'S DAUGHTER.

Manhattan. B'way & 33d St. Mat. Wed. & Sat.
WAY DOWN EAST.
HOLIDAY MATINEE TO-DAY.

OLYMPIA ROOF GARDEN & MUSIC HALL. Seats at tables, 50c.
WAR BUBBLES and Big Vaudeville Bill.

Baseball, Polo Grounds, To-day, [illegible] A. M. and 4 P. M. Cleveland vs. New York. Admission, 50c.

THE TURF.

Brooklyn Jockey Club Races.
May 28, 30, June [illegible]
6 Races Each Day at 2:30 P. M.
$3,000 Broadway Stakes.
$2,000 Clover Stakes.
MONDAY, MAY 30.
Field Stand, 50 Cents.
Special trains [illegible] 34TH ST. [illegible] 12:00, 12:20, 12:40, 12:50, 1:00, Parlor Car [illegible] 1:30 P. M.
BROOKLYN TRAINS.
[illegible]

The New York Times.

WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

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STOCK EXCHANGE SUMMARY.

	Shares.
Stocks week ended May 28...	1,856,494
Same week last year........	944,938
Stocks to date this year.....	42,774,473
Corresponding date last year.	18,147,185

Bonds for the week..........	$12,888,090
Same week last year........	6,392,200
Bonds to date this year.....	350,896,220
Corresponding date last year.	163,759,810

Money rate range for week: Collateral loans on call, 1@1¾; at three months, 3½; at six months, 3½ per cent. Commercial paper, sixty to ninety days, 3¾@4 per cent.

NORTHWESTERN.

Financial Record of the Greatest of All the Grangers.

Supplementing the exhibits of the development and the security market history of the Chicago, Burlington and Quincy, the Chicago, Rock Island and Pacific, and the Chicago, Milwaukee and St. Paul—conspicuous in the Granger group—which have already appeared in THE NEW YORK TIMES's Financial Supplements, herewith is the record of the Chicago and Northwestern, foremost of all the Western railroad properties.

The Chicago and Northwestern Railway was formed on June 6, 1859, by the purchasers at foreclosure sale June 2 of the Chicago, St. Paul and Fond du Lac Railroad. The latter company, which became financially embarrassed in the depression of 1857, had been in existence since 1851, charters being granted in that year to the Illinois and Wisconsin and the Rock River Valley Railroads. These two companies were consolidated in March, 1855, under the corporate title of the Chicago, St. Paul and Fond du Lac Railroad. In 1857 the Wisconsin and Superior and Marquette and State Line were also consolidated with the company and many valuable land grants obtained.

At the time of the formation of the new Chicago and Northwestern Railway the share capital was about $2,650,000, the funded debt $7,300,000, and the floating debt $330,000, making in all $10,280,000. The work of completing and extending the various lines was taken hold of vigorously by the new company, and on Oct. 6, 1859, the first train was run over the completed line from Chicago to Oshkosh. The road was further extended in 1862 to Fort Howard, 242 miles from Chicago. In 1863 the Dixon, Rockford and Kenosha was consolidated with the Chicago and Northwestern, the latter purchasing the securities of the road by an issue of $1,400,000 common stock, and on June 2, 1864, the Galena and Chicago Union Railroad was also merged with the company. The stockholders of the Galena received a dividend of 3 per cent. and one share each of Northwest common and preferred stock in exchange for their share holdings.

Many Consolidations.

By this last consolidation the company became lessee in perpetuity of a number of roads previously controlled by the Galena and Chicago Union, either by lease or practical ownership through aid given in construction. In October, 1864, the Peninsular Company of Michigan was consolidated with the Northwest on a basis of one-half a share each of common and preferred stock of the latter for each share of the Peninsular stock. Valuable land grants received from the State of Wisconsin conditional upon the completion of certain extensions were acquired with this property. Notable additions to the system were made in the latter part of 1864, when a controlling interest in the Chicago and Milwaukee Railroad was obtained through the purchase of a majority of the stock by an issue of $1,872,000 preferred shares of the Northwest, and in October, 1867, by the acquisition of the Winona and St. Peter Railroad, then only partly completed. The latter was finished in 1870 and connected with the Northwest by the construction of the Madison extension.

The Proprietary System.

It was this last purchase which led to what is termed the proprietary system of railroads of the Chicago and Northwestern, and it was under this system that the greater part of the additions [illegible] trolled by the Northwest Company, the latter furnishing the financial aid for such construction. With a view to reducing the number of corporations owned and operated by the Northwest, eighteen distinct organizations were consolidated in 1881 into four separate companies, the names of these latter being the Elgin and State Line Railroad, the Chicago, Milwaukee and Northwestern, the Menominee River, and the Winona and St. Peter Railroads. A final consolidation of all the controlled companies into the Northwest was made in 1882 and 1883. In the former year the Menominee River and Escanaba and Lake Superior were consolidated with the Northwest, the latter issuing 11,880 and 4,320 shares of common stock for the shares of these respective companies. In June of the latter year the Elgin and State Line and the Chicago, Milwaukee and Northwestern were also merged into the Northwestern.

Control of Omaha Purchased.

A majority of the stock of the Chicago, St. Paul, Minneapolis and Omaha was purchased in November, 1882, the price paid being $10,503,960, part of which was provided for by an issue of $10,000,000 5 per cent. fifty-year debenture bonds and the balance derived from a sale of common stock. In 1884-5 the Iowa Midland, the Stanwood and Tipton, the Des Moines and Indianapolis, the Ottumwa, Cedar Falls and St. Paul, and the Iowa and Southwestern were brought into the company and a number of leased lines in Iowa purchased. These were the Chicago, Iowa and Nebraska, Cedar Rapids and Missouri River, and Maple River Railroads, the Northwest increasing its capital stock for this purpose $14,757,500. The entire capital stock of the Fremont, Elkhorn and Missouri Valley Railroad was bought and a controlling interest obtained in the Sioux City and Pacific Railroad.

In December, 1891, control of the Milwaukee, Lake Shore and Western was secured through an exchange of ten shares of Northwest common for nine shares of Milwaukee, Lake Shore and Western preferred and 3½ per cent. in cash, and also four shares of Northwest common for five shares of Milwaukee, Lake Shore and Western. At this time the latter company was operated separately, but in September, 1893, it was merged into the Northwest and is now operated as the Ashland Division. In 1896 the Wisconsin Northern Company was organized in the interest of the Northwest to build 115 miles of road from Big Suamico, Wis., to the State line of Michigan, opening up the land-grant timber lands of the company in Wisconsin.

Recent Refunding Operations.

In July, 1897, the Directors authorized a mortgage for $165,000,000, bonds to be dated Nov. 1, 1897, and run ninety years. The bonds are to refund outstanding issues either at or before maturity and may be issued from time to time, bearing such rate of interest as shall be deemed advisable. The stockholders confirmed the authorization last September, and the first issue of $20,000,000 was sold. Among the bonds retired have been Maple River first 7 per cent. and Sioux City and Pacific first sixes. By this refunding operation a heavy saving in interest charges will be made as the old issues fall due.

The Northwest has a contract with the Burlington for the joint use of the bridge over the Mississippi River at Clinton, Ia., at an annual rental of $20,000, and also one with this company and the Rock Island, giving the Northwest the use of certain sidings in Council Bluffs, Ia. The company has joint running arrangements with the Omaha between Chicago and St. Paul, with a division of earnings upon a pro rata per mile. It has an agreement with the Union Pacific for the establishment of a joint through line over the lines of both parties and with the Duluth, Red Wing and Southern for the use of certain tracks and buildings.

Growth Shown by Mileages.

The mileage of all the lines operated in 1874 was 1,928; in 1875, 1,990; in 1876 and 1877, 1,992; in 1878, 2,036; in 1879, 2,129, and in 1880, 2,215. In the following years through the various consolidations previously referred to there were heavy increases in the mileage, that in [illegible] in 1889 and 1890, 4,250; in 1891, 1892, and 1893, 4,423; in 1894, 1895, and 1896, 5,030; 1897 and 1898, 5,031.

The present mileage is divided as follows: Wisconsin Division, 556 miles; Galena Division, 405.76 miles; Iowa Division, 618.43 miles; Northern Iowa Division, 545.91 miles; Madison Division, 509.27 miles; Peninsula Division, 464.44 miles; Winona and St. Peter Railroad Division, 448.48 miles; Dakota Division, 723.93 miles; Ashland Division, 757.71 miles. In addition to these the controlled roads, which are operated separately, figure as follows: Fremont, Elkhorn and Missouri Valley, 1,301 miles; Sioux City and Pacific, 107 miles; Wisconsin Northern, 47 miles. Total of all. 6,486 miles.

Capital Stock in Various Years.

The capital stock in the various years from 1861 was as follows: 1861, $2,893,757 common; 1862, $2,953,236 common; 1863, $3,731,316 common; 1864, $11,990,500 common, $8,430,500 preferred, total, $20,421,000; 1865, $13,160,921 common, $12,994,720 preferred, total, $26,155,641; 1866, $13,174,901 common, $13,019,056 preferred, total, $26,193,957; 1867, $13,234,496 common, $14,789,125 preferred, total, $28,023,621; 1868, $14,555,676 common, $16,356,287 preferred, total, $30,911,963; 1869, $14,590,162 common, $16,659,097 preferred, total, $31,249,259; 1870, $14,676,629 common, $20,370,293 preferred, total, $35,046,922; 1871, $14,774,005 common, $21,030,313 preferred, total, $35,804,318; 1872, $14,810,980 common, $21,067,663 preferred, total, $35,878,643; 1873, $14,993,020 common, $21,484,063 preferred, total, $36,477,083; 1874, $14,993,060 common, $21,484,113 preferred, total, $36,477,173; 1875, $14,994,600 common, $21,485,653 preferred, total, $36,480,253; 1876, $15,011,180 common, $21,502,253 preferred, total, $36,513,433; 1877, $15,103,146 common, $21,696,335 preferred, total, $36,799,481; 1878, $15,109,656 common, $21,702,845 preferred, total, $36,812,501; 1879 and 1880, $15,109,656 common, $21,702,845 preferred, total, $36,812,501; 1881, $15,115,156 common, $22,208,345 preferred, total, $37,313,501; 1882, $15,117,656 common, $22,210,845 preferred, total, $37,328,501; 1883, $16,851,266 common, $22,325,455 preferred, total, $39,176,721; 1884, $36,382,466 common, $22,325,455 preferred, total, $58,707,921; 1885 to 1889, $41,374,866 common, $22,325,455 preferred, total, $63,700,321; 1890 and 1891, $41,384,866 common, $22,335,454 preferred, total, $63,720,320; 1892, $41,384,866 common, $22,336,954 preferred, total, $63,721,820; 1893, $41,386,366 common, $22,337,454 preferred, total, $63,723,820; 1894 and 1895, $41,387,866 common, $22,338,455 preferred, total, $63,726,321; 1896, $41,402,866 common, $22,353,455 preferred, total, $63,756,321; 1897 and 1898, $41,420,991 common, $22,371,395 prepreferred, total, $63,792,386. Of this total there was in June, 1897, in the company's treasury $2,333,608 common and $3,795 preferred stock.

Splendid Dividend Record.

There were no dividends paid on the stock until 1865, when 3½ per cent. was paid on the preferred and a like amount in 1866. In 1867 and 1868 there were dividends paid in stock, that in the first named year being 7 per cent. on the preferred and in the latter year 10 per cent. on the common and a like amount on the preferred. Cash dividends in 1869 were 5 per cent. on both the common and preferred; in 1870 10 per cent was paid on the common and 12 on the preferred. In 1871 both stocks received 10 per cent., but in 1872 dividends were suspended on the common and but 7 paid on the preferred. The common received 3½ per cent. in 1873 and the preferred 7½. No dividends were paid on either in 1874, 1875, and 1876, but in 1877, 2½ per cent. was paid on the preferred.

In 1878, 3 per cent. was paid on the common and 7 per cent. on the preferred; in 1879, 4 per cent. on the common and 7 per cent. on the preferred; in 1880 and 1881, 6 per cent. on the common and 7 per cent. on the preferred; in 1882, 6 per cent. on the common and 7¼ per cent. on preferred; in 1883, 1884, and 1885, 7 per cent. on the common and 8 per cent. on the preferred. From 1886 to 1894, inclusive, 6 per cent. was paid on the common and 7 per cent. on the preferred. [illegible] creased to 5 per cent. in 1896 and the same amount was paid in 1897 and has been continued at that rate in the present year.

Increases in Funded Debt.

The funded debt in 1878 was $32,793,000; in 1879, $33,193,000; in 1880, $36,251,000; in 1881, $36,906,000; in 1882, $64,248,000; in 1883, $69,821,000; in 1884, $80,891,000; in 1885, $91,460,500; in 1886, $90,511,500; in 1887, $97,384,500; in 1888, $103,433,500; in 1889, $105,121,500; 1890, $104,985,500; in 1891, $112,570,500; in 1892, $114,235,500; in 1893, $117,100,500; in 1894, $130,113,500; in 1895, $131,664,500; in 1896, $131,528,500. The funded debt as listed on the Stock Exchange follows:

Chicago & Northwest. con. 7s....	1915	12,771,000
Gold 7s........................	1902	10,792,000
Gold 7s..........	registered	
Sinking fund 6s..........	1879-1929	7,237,000
Silking fund 6s..........	registered	
Sinking fund 5s..........	1879-1929	5,591,000
Sinking fund 5s..........	registered	
Sinking fund deb. 5s..........	1933	9,800,000
Sinking fund deb. 5s.....	registered	
Debenture 5s....	1909	6,000,000
Debenture 5s......	registered	
Debenture 5s...	1921	10,000,000
Debenture 5s....	registered	
Extension 4s......	1886-1926	18,632,000
Extension 4s.............	registered	
Gen. g. 3½s.....................	1987	4,960,000
Gen. g. 3½s..............	registered	
Escanaba & Lake Super. 1st 6s..	1901	455,000
Des Moines & Minneapolis 1st 7..	1907	600,000
Iowa Midland 1st 8s............	1900	1,128,000
Chicago & Milwaukee 1st 7s.....	1898	1,641,000
Winona & St. Peters 2d 7s......	1907	1,592,000
Milwaukee & Madison 1st 6s.....	1905	1,600,000
Ottumwa C. F. & St. P. 1st 5s..	1909	1,600,000
Northern Illinois 1st 5s..........	1910	1,500,000
Mil., Lake Shore & W. 1st g. 6s..	1921	5,000,000
Convertible deben. g. 5s.......	1907	436,000
Ext. & imp. sink. fund g. s...	1929	4,148,000
Michigan Div. 1st g. 6s........	1924	1,281,000
Ashland Div. 1st g. 6s.........	1925	1,000,000
Incomes...	1911	500,000
Total..............................		$108,264,000

Excellent Traffic Returns.

Gross earnings in 1875 were $13,786,303, net, $5,005,036, surplus, $504,506; 1876, gross, $14,013,732, net, $5,739,442, surplus, $1,026,115; 1877, gross, $13,033,102, net, $5,507,001, surplus, $391,532; 1878, gross, $14,751,062, net, $7,130,117, surplus, $508,453; 1879, gross, $14,580,921, net, $6,873,272, surplus, $181,760; 1880, gross, $17,349,349, net, $8,917,749, surplus, $1,674,647; 1881, gross, $19,334,072, net, $8,908,251, surplus, $1,357,229; 1882, gross, $23,684,656, net, $11,045,022, surplus, $2,791,437; 1883, gross, $24,081,834, net, $10,009,318, surplus, $1,161,280; 1884, gross, $25,020,624, net, $9,879,667, surplus, $761,258; 1885, gross, $23,502,056, net, $9,708,149, surplus, $575,699.

In 1886 gross earnings were $24,279,600, net, $10,420,374, surplus, $1,381,507; 1887, gross, $26,321,315, net, $11,250,973, surplus, $2,612,271; 1888, gross, $26,697,558, net, $10,026,759, surplus, $1,309,099; 1889, gross, $25,692,259, net, $9,664,972, surplus, $622,012; 1890, gross, $27,164,837, net, $9,759,732, surplus, $625,986; 1891, gross, $27,793,675, net, $9,502,669, surplus, $234,759; 1892, gross, $31,422,272, net, $11,085,834, surplus, $1,244,450; 1893, gross, $32,709,747, net, $10,416,594, surplus, $878,149; 1894, gross, $31,986,182, net, $11,078,253, surplus, $400,949.

The detailed statements for the years 1895, 1896, and 1897 follow:

Year ending May 31.	1897.	1896.	1895.
Average miles operated	5,031	5,031	5,031
Passenger earnings	$6,963,578	$7,406,827	$7,044,691
Freight	22,236,612	24,354,622	19,484,415
Mail, express, &c	1,777,053	1,725,312	1,579,268
Total earnings	$30,977,243	$33,488,761	$28,108,374
Op. expenses....	$18,877,089	$20,373,402	$17,503,917
Taxes	1,061,732	1,075,569	1,007,811
Total exp....	$19,938,821	$21,448,971	$18,511,728
Net earnings....	$11,038,422	12,039,790	$9,596,646
Percentage of exp. to earn'gs.	(64.37)	(64.50)	(65.86)
Investments, &c.	964,310	671,638	652,274
Total rec'pts.	$12,002,732	$12,711,428	$10,248,920
Interest on debt.	$7,115,701	$7,122,356	$7,071,[illegible]
Dividends	3,518,650	3,517,057	3,126,548
Sinking fund ...	196,413	220,990	325,880
Total disbursements.	$10,830,764	$10,860,403	$10,523,511
Surplus	$1,171,968	$1,851,025	*$273,591

*Deficit.

FREMONT, ELKHORN & MO. VALLEY.

Year ending May 31.	1897.	1896.	1895.
Gross earnings..	$3,051,982	$2,950,439	[illegible]
Net earnings....	793,839	896,070	692,834
Total charges...	1,020,941	1,028,469	1,025,029
Deficit	$227,102	$128,709	$332,195

In the present fiscal year to April 30 the gross earnings have been $32,983,751, against $28,439,803 for the like period in 1897 and $30,816,791 in [illegible]. The percentage of expenses to earnings in 1875 was 63.70; in 1876, 59.04; in 1877, 57.75; in 1878, 51.66; in 1879, 52.86; in 1880, 46.80; in 1881, 53.92; in 1882, [illegible]; in 1883, 58.44; in 1884, 60.51; in [illegible], 58.69; in 1886, 57.80; in 1887, 57.26; in 1888, 62.44; in 1889, 62.[illegible]; in 1890, [illegible]; in [illegible], [illegible]; in 1892, 64.72; in [illegible]

Highest	Lowest	Bid	[illegible]	[illegible]	STOCKS	[illegible]	Date	Per Cent	[illegible]	High	Low	Last	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American [illegible] Company	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American [illegible] Company preferred	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American Cotton Oil	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American Cotton Oil preferred	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American Express	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American Spirits Manufacturing	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American Spirits Manufacturing preferred	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American Sugar Refining Company	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American Sugar Refining Company preferred	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American Telegraph & Cable Company	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American Tobacco	17,500,000	May 1, '98.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American Tobacco preferred	[illegible]	May 1, '98.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Ann Arbor preferred	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Atchison, Topeka & Santa Fe	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Atchison, Topeka & Santa Fe preferred	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
20 May 11.	12⅝ January 25.	17¼	18⅝	— ⅛	**Baltimore & Ohio**	25,000,000	Nov., '94.	4½	13¾	19⅞	17⅞	17⅞	10	4,715
7½ February 8.	6⅞ January 10.	6⅝	6⅞	— ½	Baltimore & Ohio Southwestern preferred	12,670,000			6⅞	6⅞	6⅝	6⅞		1,065
4¾ January 21.	2⅝ March 21.	3½	3¾	+ ½	Bay State Gas	50,000,000			3⅝	4⅞	3⅝	3⅞	2	22,260
49¾ January 18.	35 March 12.	41¾	42	+ ¾	Brooklyn Rapid Transit	30,000,000			41	42	41⅝	41⅞	19	28,425
125 January 24.	108 March 26.	119	120	..	Brooklyn Union Gas	15,000,000	Dec. 1, '97.	3	120⅜	120½	120	120	105	385
7⅛ May 11.	3⅝ February 28.	6¼	6⅞	— ¼	Brunswick Company, third instalment paid	12,216,000			6⅞	6⅞	6⅛	6⅞	...	225
80½ May 24.	*65 March 30.	—	...	..	Burlington, Cedar Rapids & Northern	5,500,000	Feb. 1, '98.	3	74½	74½	76⅝	74½	...	100
55¾ February 2.	46½ March 9.	50½	53¼	+ 1¼	**Canada Southern**	15,000,000	Feb. 1, '98.	1	41½	53	41½	52¾	48½	4,063
86¼ January 24.	72 April 21.	82¾	83½	+ 1½	Canadian Pacific	65,000,000	Apl. 1, '98.	2½	83½	87¼	82¾	84¾	57⅞	1,112
15¾ May 25.	11 April 22.	13	15	..	Central Pacific	68,000,000	Jan. 3, '98.	½	14	14⅞	14	14⅞	9¾	425
24¾ February 5.	17⅛ March 24.	21	21¾	+ ⅝	Chesapeake & Ohio	60,533,400	Jan. [illegible], '98.	½	21¾	22½	21¼	21¾	16½	13,458
108¾ February 11.	83¾ March 25.	105¾	105⅞	+ 3⅝	Chicago, Burlington & Quincy	82,002,900	Mch. 15, '98.	1¾	101	105⅞	100⅞	105⅝	77	77,114
60½ February 1.	54½ April 25.	...	56	..	Chicago & Eastern Illinois	6,197,800			56⅜	56⅜	56⅜	56⅜	...	200
116¾ February 1.	105 January 7.	105	108	+ ½	Chicago & Eastern Illinois preferred	4,830,700	Apl. 1, '98.	1½	107½	108	107½	108	...	1,300
19¾ January 3.	8¼ February 24.	13¾	13⅞	+ ¾	Chicago Great Western	21,290,188			14⅞	15	14⅞	14½	...	23,140
39⅞ January 28.	*30 April 20.	33	35	+ 1	Chicago Great Western preferred A	11,157,600			33	34½	33	34	...	300
35⅞ January 14.	20 April 21.	23	24	—	Chicago Great Western preferred B	7,444,180			23⅝	24	23⅞	24	...	200
10½ January 14.	*6⅝ April 4.	9¼	10	—	Chicago, Indianapolis & Louisville	10,500,000			9⅞	9⅞	9	9½	...	1,391
35½ January 28.	28 April 16.	30¼	31	—	Chicago, Indianapolis & Louisville preferred	5,532,750			29½	32	29½	31	...	637
99¾ May 27.	83¼ April 21.	98⅞	99	+ 2½	Chicago, Milwaukee & St. Paul	46,027,261	Apl. 18, '98.	2½	97½	99⅞	97¼	98⅞	75⅝	210,425
149½ February 16.	140 April 25.	148	149	+ 3⅝	Chicago, Milwaukee & St. Paul preferred	31,818,400	Apl. 19, '98.	3½	145½	148⅝	145½	148¼	133	933
130⅛ February 11.	118¼ March 12.	128⅞	128¾	+ 3¾	Chicago & Northwestern	39,657,355	Jan. 7, '98.	2½	125⅝	129⅝	125⅝	128⅞	107½	20,900
*178 March 2.	168 January 3.	171	172½	..	Chicago & Northwestern preferred	22,367,600	Apl. 6, '98.	1¾	170	170	170	170	155	150
105½ May 27.	80 March 25.	105⅝	105½	+ 3¼	Chicago, Rock Island & Pacific	46,156,000	May 1, '98.	1	102⅝	105⅝	101½	105½	68⅝	110,881
9⅝ March 3.	4½ January 3.	9	9½	+ ⅜	Chicago Terminal & Transfer	13,000,000			9	9½	9⅝	9	...	1,152
33 February 5.	22½ January 3.	29	30	— ⅝	Chicago Terminal & Transfer preferred	17,000,000			29¼	29⅞	29⅞	29¼	...	215
38¼ January 31.	25 March 12.	34⅞	35¼	+ 1⅞	Cleveland, Cincinnati, Chicago & St. Louis	28,000,000	Aug., '98.	1¼	33⅝	35⅝	33⅝	35	24	6,285
87 February 1.	77¾ March 9.	..	..	..	Cleveland, Cin., Chi. & St. Louis preferred	10,000,000	Apl. 20, '98.	1¼	78	78	78	78	75	5
19¼ January 12.	11¾ March 26.	14¾	15½	+ ⅝	Cleveland, Lorain & Wheeling	8,000,000			14	15⅝	14	14⅝	...	7,810
50¾ February 5.	45 May 2.	48	48½	..	Cleveland, Lorain & Wheeling preferred	5,000,000	Oct. 1, '98.	1	49	49	49	49	38	100
26⅝ January 11.	17 March 12.	22	23½	—	Colorado Fuel & Iron	9,250,000			23¼	23¼	22⅞	22⅞	16⅝	800
*16¼ May 26.	*16½ May 26.	...	...	..	Colorado Midland preferred	4,644,800			16¼	16¼	16¼	16¼	...	50
7½ January 13.	4⅝ March 28.	5¾	6¼	..	Columbus & Hocking Coal, all instal. paid	4,171,600			6½	6½	6	6	...	450
8½ February 10.	5 March 18.	5⅝	5⅞	— ⅛	Columbus, Hocking Valley & Toledo	11,696,300			5⅝	5⅝	5½	5½	2½	1,445
27½ February 10.	17 January 17.	21½	24	—	Columbus, Hocking Valley & Toledo pf.	2,500,000	Jan. 2, '97.	2½	21	23	21	22½	...	75
99½ May 24.	99½ May 24.	...	...	..	Con. K. C. Smelting & Refining preferred	871,325	Apl. 15, '98.	1¾	99½	99½	99½	99½	...	100
196 May 20.	167 March 26.	191	193	— 1½	Consolidated Gas	36,730,000	Mch. 15, '98.	2	195½	196	191	193	150⅝	4,940
37⅞ January 24.	27¾ March 25.	34¼	35¼	+ ⅜	Consolidated Ice	6,500,000	May 17, '98.	1	35	35⅝	34¼	34¼	...	709
91 February 15.	81 March 25.	88	90	—	Consolidated Ice preferred	3,500,000	Apl. 15, '98.	1½	87	87	87	87	...	50
114½ February 3.	104 April 21.	109	110	+ 1½	**Delaware & Hudson**	35,000,000	Mch. 15, '98.	1¼	108½	109⅝	108	108¼	105⅞	837
159 February 3.	144½ April 21.	153	154	..	Delaware, Lackawanna & Western	26,200,000	Apl. 20, '98.	1¾	153	153	153	153	148	40
13 January 12.	10 April 26.	11¼	12¼	..	Denver & Rio Grande	38,000,000			12	12	12	12	...	100
52⅞ February 10.	40 April 21.	47½	48½	+ 1½	Denver & Rio Grande preferred	23,650,000	Jan. 15, '98.	1	46⅝	48	46¼	47½	39	2,635
15⅝ May 19.	8⅞ April 21.	14½	15½	— ⅝	Des Moines & Fort Dodge	4,283,100			15	15	15	15	...	100
62 April 8.	45 April 20.	—	—	—	Detroit Gas	1,645,700			52	56½	52	56¼	—	1,800
66 March 11.	61⅝ May 20.	64⅝	64⅞	+ 1½	**Eastern Elevator**	1,000,000			62⅞	64½	62⅞	64¼	...	2,800
16¼ February 1.	11 April 21.	13	13½	+ 1¼	Erie	111,972,600			12⅝	13⅞	12⅝	13½	12⅝	1,801
43⅞ February 11.	29¼ April 22.	35½	35⅞	+ 1⅞	Erie first preferred	42,050,800			34¼	36⅝	34¼	36	31	5,483
21⅝ February 11.	15½ April 22.	17⅞	19	+ 2⅜	Erie second preferred	16,000,000			18½	19¼	18½	19¼	15½	200
50 May 16.	*37 April 18.	46	53	—	Evansville & Terre Haute preferred	1,284,000	Apl. 15, '97.	1	47	47	47	47	—	1
39⅞ February 7.	29¼ March 12.	35¾	36½	..	**General Electric**	30,460,000			36⅞	37	36	36¼	30⅞	7,862
177⅞ May 28.	130 January 12.	177	178	+13¼	Great Northern preferred	25,000,000	May 1, '98.	1½	163⅞	177⅞	165	177⅞	121	6,685
36¼ February 15.	13⅞ April 22.	21⅞	22	+ 1½	**Hawaiian Sugar**	10,000,000			19½	20¼	19	20¼	—	1,880
50 May 21.	43 April 2.	48	—	..	Homestake	12,500,000	May 25, '98.	50c	50	50	50	50	...	20
108⅞ January 31.	96 April 21.	105¼	105⅝	+ 2¼	**Illinois Central**	50,000,000	Mch. 1, '98.	2	103⅝	105⅝	103⅝	105¼	97¼	5,616
59 May 28.	44½ April 25.	57	59	+ 8	Illinois Steel Company	18,650,600	July, '96.	1½	50	59	50	57	...	7,261
9⅝ May 11.	7⅛ March 18.	9¼	9⅝	+ ¾	Iowa Central	8,490,600			9½	9⅝	9½	9⅝	—	200
35 January 8.	25 April 28.	30½	31½	..	Iowa Central preferred	5,671,600	Apl. 1, '98.	1	30	30⅝	30	30⅝	—	790
*6⅞ January 2.	6 February 2.	5½	6½	—	**Kanawha & Michigan**	9,000,000			6¼	6¼	6	6¼	—	460
24½ February 10.	15 April 26.	14	17	—	Kansas City, Pittsburg & Gulf	23,000,000			17	17	17	17	—	110
48¾ May 11.	37½ March 25.	47½	47¾	+ 1¼	**Laclede Gas**	7,500,000	Feb. 15, '98.	1½	47	47¾	46⅝	47¾	22⅝	8,315
94½ January 14.	85 March 12.	89	90	..	Laclede Gas preferred	2,500,000	Feb. 15, '98.	3	91	91	90	90	83⅝	300
18⅞ February 1.	12⅞ March 14.	14⅝	15⅝	— ½	Lake Erie & Western	11,840,000			15	15	15	15	...	220
76⅞ February 3.	66 March 14.	72	73	+ ½	Lake Erie & Western preferred	11,840,000	May 16, '98.	1¼	72	73½	72	73½	62¼	772
194⅞ January 29.	170⅞ January 4.	190	194	+ 3⅝	Lake Shore	49,466,500	Feb. 15, '98.	3	188	190	188	190	165½	400
190 May 27.	*180 May 2.	...	...	+ 4	Lake Shore certificates				188	190	188	190	...	200
50 February 4.	40 January 20.	46	55	..	Long Island	12,000,000	Nov. 2, '96.	1	45	45	45	45	42½	33
60½ January 31.	44 April 21.	55⅝	55⅞	+ 1⅞	Louisville & Nashville	52,800,000	Aug., '98.	2	54½	56	53⅝	55½	46½	57,257
120¼ January 14.	91 March 26.	105⅝	106	+ 1½	**Manhattan Consolidated**	30,000,000	Apl. 1, '98.	1	104⅝	107⅞	103½	106	85¼	101,189
*147 March 10.	*140 March 9.	...	...	..	Mergenthaler Linotype	10,000,000	Mch. 31, '98.	5	145	145	145	145	—	40
171½ February 14.	125½ March 26.	159⅞	160	+ 7	Metropolitan Street Railway	30,000,000	Apl. 15, '98.	1¼	153	163½	163	160	—	63,149
6¼ January 8.	4⅞ May 23.	4⅞	5½	..	Mexican Central	47,841,100			4⅝	5	4⅝	5	...	200
114⅞ February 8.	99½ March 12.	105½	106	+ 2	Michigan Central	18,738,000	Feb. 1, '98.	2	104	105⅞	103	105½	98	4,005
30⅞ February 15.	24 March 11.	28½	29½	+ 3	Minneapolis & St. Louis	6,000,000			27¼	29	27	29	18	1,800
88¼ February 15.	*80 April 11.	87½	88⅞	..	Minneapolis & St. Louis first preferred	2,500,000	Jan. 15, '98.	2½	87	87	87	87	77	423
59⅞ February 15.	46 March 26.	58½	59½	+ 4⅝	Minneapolis & St. Louis second preferred	4,000,000	Jan. 15, '98.	1½	55½	59	55½	59	—	1,010
73⅞ May 24.	57 January 20.	72½	73¼	+ 7	Minnesota Iron	16,500,000	Apl. 15, '98.	1½	65	73¼	65	72	...	10,590
14¼ January 26.	10 April 13.	11½	11½	+ ½	Missouri, Kansas & Texas	52,450,000			11	11⅝	11	11¼	11⅝	1,900
41 January 28.	28⅞ March 12.	35⅝	35½	+ ½	Missouri, Kansas & Texas preferred	13,000,000			35	35⅞	34⅞	35	29	5,155
35⅞ May 25.	22 March 12.	35¾	35½	+ 1⅜	Missouri Pacific	47,507,000	July 1, '91.	1	34	35⅝	33⅞	35⅝	15	67,176
*175 January 14.	*167½ January 4.	171	174	..	Morris & Essex	15,000,000	Jan. 3, '98.	3½	170½	170½	170½	170½	—	100
37⅞ January 7.	26¾ March 26.	33	34	— ⅛	**National Lead Company**	14,905,400	Feb. 15, '98.	1	32¼	33⅞	32¼	32⅞	27½	2,422
109½ February 10.	99 April 22.	106	108	— 1⅞	National Lead Company preferred	14,904,000	Mch. 15, '98.	1¾	106½	106⅝	106½	106⅝	94½	286
21⅞ May 23.	15 March 25.	20½	21	+ ⅝	National Linseed Oil	18,000,000	Sept. 16, '95.	1	20½	21⅞	20⅞	21	10½	1,730
8¼ February 7.	6⅞ April 15.	7	8	..	New Central Coal	5,000,000			7	7	7	7	4⅞	100
98½ January 8.	86½ March 26.	95⅛	96	+ 1⅞	New Jersey Central	22,497,000	May 2, '98.	1	94	97	94	96	74½	3,483
88⅜ May 28.	14 April 5.	87	87½	+ 6½	New York Air Brake	5,000,000	1896.	6	32	88⅜	32	87	...	6,060
119⅞ January 28.	105 March 26.	117	117⅞	+ 2¼	New York Central	100,000,000	Apl. 15, '98.	1	115¼	117½	115	117	100⅞	37,947
*195½ February 2.	*182 March 26.	190	...	..	New York, New Haven & Hartford	47,657,500	Mch. 31, '98.	2	186½	192	186¼	190	167⅞	212
17 February 7.	11¼ April 21.	13½	15¼	..	Norfolk & Western	54,421,200			15	15	13⅝	13⅝	...	21
50¼ February 7.	42½ March 12.	51½	51⅞	+ 1⅝	Norfolk & Western preferred	22,928,650	Feb. 23, '98.	1	51	52	51	51⅞	27½	5,186
6½ May 12.	4¼ January 15.	5⅝	5⅞	— ⅛	North American	39,733,100			5⅞	5⅞	5⅞	5⅞	4½	1,400
28⅝ January 31.	19 February 24.	26⅞	26⅞	+ ⅝	Northern Pacific	79,800,000			26¼	27½	26⅞	26⅞	13½	23,473
69 January 31.	56⅞ March 12.	66⅛	66½	+ 1⅛	Northern Pacific preferred	75,000,000	Mch. 3, '98.	1	65⅝	66⅝	65⅛	66⅝	38⅝	44,780
*4¼ May 26.	*3 March 8.	4	6	..	**Ontario Mining**	15,000,000	Dec. 31, '97.	75c	4¼	4¼	4¼	4¼	...	50
18⅝ February 2.	13⅜ April 25.	15¼	15¼	+ ⅛	Ontario & Western	58,113,982			15¼	15⅝	15⅛	15½	14⅝	3,192
31 May 6.	19 January 3.	30	31	+ 2⅝	Oregon Improvement, all instalments paid	7,500,000	Aug. 1, '90.	1	30	30⅞	28½	30⅞	...	1,450
54¼ February 1.	35½ January 7.	51⅝	52½	+ 3½	Oregon Railroad & Navigation	24,000,000			50	51½	50	51½	16	2,773
72½ January 20.	65½ March 29.	71½	73	+ 1¼	Oregon Railroad & Navigation preferred	10,998,500	Apl. 1, '98.	1	70	72	70	72	48	307
33⅞ February 17.	19⅞ January 3.	30	32½	—	Oregon Short Line	27,435,700			29⅞	29⅞	29⅞	29⅞	11⅝	118
32⅞ February 4.	21 April 21.	27⅞	27⅞	+ ⅝	**Pacific Mail**	20,000,000	Dec. 1, '97.	1	27½	28	27	27⅞	27	5,385
120⅞ February 7.	110⅞ March 12.	116	116⅝	+ 1½	Pennsylvania Railroad	129,303,250	Nov. 30, '97.	2½	115	116⅝	115	116¼	...	14,130
101½ May 28.	86⅞ March 26.	101	101⅛	+ 3	People's Gas, Chicago	25,000,000	May 25, '98.	1½	98¼	101½	97⅞	101	83⅝	141,905
2⅞ May 23.	⅞ January 7.	1⅞	2	+ ⅛	Peoria, Decatur & Evansville	8,400,000			1⅞	2⅛	1⅞	1⅞	...	3,100
47½ May 2.	38⅞ January 5.	43	47½	+ 1⅛	Pittsburg, Cincinnati, Chicago & St. Louis	24,347,100			43	44¼	43.	44¼	...	550
71 February 7.	57 March 23.	63	66	..	Pittsburg, Cin., Chi. & St. Louis preferred	22,649,200	Jan. 27, '96.	2	65½	65½	65½	65½	44¼	100
190¼ May 27.	165 March 12.	189	190	+ 3⅛	Pullman Palace Car Company	36,000,000	May 16, '98.	$2	187⅞	190¼	186	190	159	9,376
23⅞ January 6.	15½ March 25.	18½	18⅝	+ ⅝	**Reading**	69,900,000			18⅛	19¼	18⅜	18⅞	19⅛	4,655
54⅛ February 3.	38 March 12.	45	45½	+ 1	Reading first preferred	28,000,000			44½	46¼	44⅛	45	41⅝	13,395
29 January 6.	18⅞ March 26.	22½	23	+ 2	Reading second preferred	42,000,000			22½	23⅝	22½	22½	25	8,321
25⅞ May 21.	*21½ January 11.	25	25⅞	— ⅝	Rio Grande Western	10,000,000			25	25¼	24⅞	25¼	...	800
64⅞ May 25.	50¼ March 15.	63½	64½	+ 1½	Rio Grande Western preferred	6,500,000	May 1, '98.	⅝	62½	64⅝	62½	64	—	784
8⅞ February 11.	6½ March 7.	7¼	7½	+ ½	**St. Joseph & Grand Island**	4,600,000			7¼	7½	7¼	7½	—	600
60 May 27.	45 February 24.	58	59	+ 2	St. Joseph & Grand Island first preferred	5,491,000	Dec. 31, '97.	2½	57½	59	57	59	...	1,930
22½ February 11.	13½ April 25.	19½	20¼	+ ½	St. Joseph & Grand Island second preferred	3,500,000			20	20	20	20	...	830
7⅞ January 8.	6 March 26.	7⅛	7⅝	+ ⅛	St. Louis & San Francisco	26,440,380			7½	7⅝	7½	7½	5¾	1,225
62½ May 25.	52½ March 12.	61¼	61⅞	+ ⅝	St. Louis & San Francisco first preferred	5,000,000	Jan. 3, '98.	2	61½	62⅛	61¼	61⅞	44⅝	1,730
30 May 27.	22½ February 24.	29½	29⅞	+ ⅝	St. Louis & San Francisco second preferred	14,335,700			28⅞	30	28⅞	29½	15⅝	7,555
5 February 2.	3⅝ January 24.	4⅞	5½	..	St. Louis Southwestern	16,500,000			4⅝	4⅝	4⅝	4⅝	3⅝	15
11⅞ May 11.	7⅞ March 12.	10⅜	11	..	St. Louis Southwestern preferred	20,000,000			10⅜	11¼	10⅜	10⅜	7⅞	647
142 May 27.	*121½ January 6.	142	145	+ 6	St. Paul, Minnesota & Manitoba	20,000,000	May 1, '98.	1½	138	142	138	142	117½	635
79½ May 25.	65 March 12.	78	78⅝	+ 1⅜	St. Paul & Omaha	21,403,293	Feb. 21, '98.	2	77	79½	77	78⅝	59	8,670
155 February 28.	*148 January 5.	149	152	..	St. Paul & Omaha preferred	12,646,833	Feb. 2, '98.	3½	148	148	148	148	...	10
22 January 22.	12 April 13.	17	18	+ 2¼	Southern Pacific	108,232,270			15	17½	15	17½	14½	1,755
9⅞ February 10.	7 April 21.	8⅝	9	+ ½	Southern Railway	119,900,000			8¼	8⅝	8¼	8⅝	8¼	4,603
33⅞ February 11.	23⅞ March 26.	30⅝	31	+ 1⅝	Southern Railway preferred	57,290,400	Jan. 20, '98.	1	29½	31⅛	29½	31	27	32,268
7 May 23.	3¼ January 3.	6½	6¾	+ ½	Standard Rope & Twine	12,000,000			6⅝	7	6⅛	6½	7	6,960
28⅝ January 11.	17 March 12.	25⅞	26	+ ½	**Tennessee Coal and Iron**	20,000,000	Jan., '87.	1	25½	26⅝	25	25⅞	19⅝	14,220
12⅞ February 15.	8⅞ March 12.	11⅞	12	+ 1	Texas Pacific	38,706,700			11⅜	11⅞	11¼	11⅞	9	3,750
6¼ January 8.	5 May 27.	...	...	..	Texas Pacific & Land Trust	10,370,000			5	5	5	5	...	100
194½ February 17.	155 April 21.	178	180	+10¼	Third Avenue	10,000,000	Feb. 28, '98.	$2	167	179	167	178⅞	151	2,683
22⅞ February 25.	19⅞ April 14.	...	...	..	Twin City Rapid Transit	15,010,000			19⅞	19⅞	19⅞	19⅞	...	100
24⅞ May 11.	16⅞ March 25.	23	23⅜	+ ⅜	**Union Pacific Railway**	61,000,000			22¼	23⅞	22⅝	23¼	...	12,939
63⅜ February 2.	45⅞ March 12.	58⅞	59	+ ¾	Union Pacific Railway preferred	75,000,000			58⅞	59⅜	58⅜	58⅞	...	87,240
10⅞ February 18.	5⅞ April 21.	7⅝	7½	— ⅛	Union Pacific, Denver & Gulf	27,894,900			7½	7⅞	7⅝	7⅞	...	7,988
*48 February 8.	38 April 14.	40	45	..	United States Express	10,000,000	May 16, '98.	1½	44	44	44	44	39½	56
8⅞ May 24.	5¼ April 25.	8	8¼	— ⅛	United States Leather	61,509,900			8⅝	8⅝	8	8	6⅝	11,777
69⅞ May 25.	53⅞ March 26.	68	68⅛	+ 1⅜	United States Leather preferred	60,909,900	Apl. 1, '98.	1¼	67¼	69¼	67¼	68½	55½	49,818
22⅞ May 18.	14¼ March 12.	19⅝	20⅛	— 1	United States Rubber	20,166,000	Feb. 15, '97.	2	21	22	20⅛	20⅛	12⅝	3,532
80⅞ May 18.	60 March 12.	78	78½	+ 1⅛	United States Rubber preferred	19,400,500	May 20, '98.	2	77½	80	77½	78¼	60⅛	3,690
7⅞ January 12.	6¼ March 25.	7⅛	7⅝	— ½	**Wabash**	28,000,000			7⅝	7⅝	7⅛	7⅛	5⅝	2,690
20⅞ May 9.	14½ March 7.	19⅞	20	+ ⅝	Wabash preferred	24,000,000			19⅝	20½	19½	19⅞	13¼	18,969
102⅞ January 8.	87¼ April 25.	91½	94	— ½	West Chicago Street	13,189,000	May 16, '98.	1½	93	93⅝	92⅞	92⅝	...	2,200
93⅞ January 10.	82⅞ March 26.	91⅝	91½	+ ⅝	Western Union Telegraph	97,370,000	Apl. 15, '98.	1¼	91¼	91⅝	90⅞	91⅝	80	15,885
3⅞ January 11.	*1⅞ April 21.	2½	2⅞	— ⅝	Wheeling & Lake Erie, $1 assessment paid	10,894,800			3⅝	3¼	2⅞	2⅞	...	9,025
16 January 12.	*9⅞ April 23.	11⅞	15	— 2⅝	Wheeling & Lake Erie pf., $1 ass't paid	3,316,000	May 15, '94.	2	13⅝	14	11⅞	12	...	1,310
3⅞ January 17.	1⅞ March 22.	...	...	+ ⅛	Wisconsin Central	12,000,000			2⅝	3	2⅝	3	...	200

Note.—The highest and lowest prices in this table, unless otherwise designated, are based on sales of 100-share lots. *Sales of less than 100 shares.

Bond Transactions New York Stock Exchange Week Ending May 28, 1898.

BONDS.

Sales Week Ending May 28.$12,906,000

Week Ending May 28, 1898.

Bonds	First	High.	Low.	Last.	Sales.
American Tobacco scrip	90½	90½	89½	90	48½
American Cotton Oil 8s	105	105	105	105	10
Ann Arbor 4s	84	85	83½	85	32
Atchison, Topeka & Santa Fé general 4s	90	91	90	90⅝	504
Atchison, T. & S. F. adjustment 4s	63⅜	64½	63⅞	64⅜	1,554
Austin & Northwest 1st 5s	83	83¼	83	83¼	18
B. & O. 1st 6s, Parkersburg Branch	105¾	106¾	105¾	106¾	10
Baltimore & Ohio consol. 5s, 1988	104⅞	104⅞	104⅞	104⅞	3
Baltimore & Ohio consol. 5s, 1988, reg.	103	103½	103	103½	3
Baltimore & Ohio 5s, 1885-1925	104½	104½	104½	104½	5
Baltimore & Ohio 5s, 1885-1925, reg.	102	102	102	102	10
Baltimore & Ohio 5s, 1885-1925, eng. certfs.	100	100½	100	100½	21
Baltimore & Ohio Southwestern 1st gtd. 4½s	99½	99½	99½	99½	83
B. & O. S. W. 1st income, Series B	8	8	8	8	15
Brooklyn Elevated 2d 5s, 3d in. paid	68	68	68	68	2
Brooklyn City Railroad 1st 5s	113	113	113	113	2
Brooklyn Elevated 1st 6s, trust receipts	83½	83½	83½	83½	5
Brooklyn Rapid Transit 5s	95	95	94¾	95	76
Brooklyn Union Gas 5s	113½	114½	113½	114	13
Brooklyn Wharf & Warehouse 5s	95	95	95	95	13
Canada Southern 1st 5s	110	110½	110	110½	34
Central of Georgia consol. 5s	87	87½	87	87½	10
Central of Georgia 1st pf. income 5s	88	88	88	88	6
Central of Georgia 3d pf. income 5s	5	5	5	5	1
Central of New Jersey general 5s	114	114	113	113	4
Central of New Jersey general 5s reg	111½	111½	111½	111½	1
Chesapeake & Ohio 4½s	79⅝	81	79⅝	81	134
Ches. & Ohio 1st, Rich. & Alle. 1st con. 4s	102½	103	102½	103	19
Chesapeake & Ohio 6s, 1911	119	119	119	119	3
Ches. & Ohio 1st, Rich. & Alle. 2d con. 4s	94	94	94	94	1
Ches. & Ohio, Craig Valley Div. 1st 5s	95	95⅛	95	95⅛	2
Chesapeake & Ohio consol. 5s	112½	112½	112½	112½	7
Chicago, Burlington & Quincy consol. 7s	116	117	116	117	8
Chicago, Burlington & Quincy, Neb. ext. 4s	97	97½	97	97½	8
Chicago, Burlington & Quincy deb. 5s	105	106	105	106	17
Chicago, Burlington & Quincy conv. 5s	108	109¾	108	109¾	8½
Chi., Burlington & Quincy, Iowa Div. 4s	101	101	101	101	1
Chicago & Eastern Illinois 1st 6s	116	116	116	116	2
Chicago & East. Illinois general 5s	105	105½	104¾	105½	5
Chicago & Erie 1st 5s	109¼	110	109¼	110	4
Chi., Ind., St. Louis & Chicago 4s	99½	99½	99½	99½	20
Chicago, Indianapolis & Louis. refdg. 6s	103	103	103	103	1
Chi., St. Paul, Minn. & Omaha con. 6s	134	135½	134	135½	15
Chicago Terminal Transfer 4s	84¾	85½	84¾	85½	53
Cleve., Cin., Chi. & Ind. consol. 7s	135	135½	135	135½	45
Cleveland & Pittsburg sinking fund 7s	107	107	107	107	1
Colorado Fuel & Iron 5s	80	80	80	80	5
Colorado Midland 1st 2-4s	58	58	56	56	11
Col., Hocking Valley & Tol. 5s, $65 paid	74¾	76¾	74¾	76¾	51
Columbus & Ninth Avenue 5s	117⅞	117⅞	117⅞	117⅞	7
Denver & Rio Grande 4s	91⅞	93½	91⅞	93½	87
Denver & Rio Grande Improvement 5s	92	92	91½	91½	2
Detroit City Gas 5s	91¼	91½	91¼	93½	173
Detroit, Mackinac & Marq. land grant 3½s	16⅞	16⅞	16⅞	16⅞	2
Duluth & Iron Range 1st 5s	104	106½	104	106½	28
East Tenn., Va. & Ga. con. 5s	107½	109	107½	109	30
East. Tenn., Va. & Ga. divisional 5s	114	114	114	114	11
Edison Electric Ill. of N. Y. consol. 5s	116	118¾	116	118¾	66
Elizabeth, Lexington & Big Sandy 5s	100	100	100	100	2
Erie 3d mortgage 4½s	109	109¼	109	109¼	30
Erie 4th mortgage 5s	113	113½	113	113½	25
Erie 5th extended gold 4s	105	105	105	105	5
Erie 1st funded 7s	140	140	140	140	2
Erie prior lien 4s	90	90⅝	90	90⅝	72
Erie general lien 3-4s	71½	73	71½	73	16
Erie 1st consolidated 7s	141½	141¼	141½	141¼	48
Escanaba & Lake Superior 1st 6s	107⅝	107⅝	107⅝	107⅝	1
Evansville & Terre Haute general 5s	85	86	85	86	18
Flint & P. M., Port Huron Div. 5s	90	90	90	90	11
Fort Worth & Denver City 1st	72½	73¼	72½	73¼	25
Fort Worth & Rio Grande 1st 3-4s	58	58	58	58	6
Gal., Har. & San An., Mex. & Pac. 5s	93	93	93	93	28
General Electric debenture 5s	104	104	104	104	3
Georgia Pacific 1st 5-6s	121	121	121	121	5
Green Bay & Western debenture B	5	5½	5	5	30
Hannibal & St. Joseph consol. 6s	120½	120½	120½	120½	4
Houston & Texas Central general 4s	79	81	79	81	46
Houston & Texas Central 1st 5s	107½	110¾	107½	110¾	6
Illinois Central 4s, 1953	99	99	99	99	36
International & Great Northern 4s	54	55	54	55	3
Iowa Central 1st 5s	101½	102	101½	102	13
Kansas City, P. & Gulf 1st 5s	69¼	69¼	68	68	76
Kanawha & Michigan 4s	76	76	76	76	1
Kansas & Texas 1st 4s	88¾	90	88¾	89¾	144
Kansas & Texas 2d g. 4s	61½	62	61½	61¾	86
Kings County Elevated 1st 5s	40	43	40	43	34
Knoxville & Ohio 1st 6s	116	116	116	116	7
Laclede Gas 1st 5s	102½	103	102	103	21
Lake Shore 3½s	104	104¾	103¾	104¾	73
Lake Shore 1st 7s, coupon	108⅞	109	108⅞	109	6
Lake Shore 1st 7s, registered	107	107	107	107	10
Lehigh & Wilkesbarre consol. 7s	99¾	101	99¼	101	29
Lexington Avenue & Pavonia Ferry 1st 5s	118¼	118¼	118¼	118¼	2
Louisville & Nashville unified gold 4s	88¾	90	88¾	90	70
Louisville & Nashville gen. 6s	120	120½	120	120½	10
Louis. & Nash., Nash., Flor. & Shef. 1st 5s	92	92	92	92	13
Louis. & Nash., New Orleans & Mob. 1st 6s	123¼	123¼	123¼	123¼	2
Louis. & Nash., So. & Nor. Ala. gtd. 5s	98½	98½	98½	98½	5
Long Island general 4s	89	89	89	89	1
Manhattan Consolidated 4s	92¾	93¾	92¾	93¾	42
Metropolitan Elevated 1st 6s	118	118¾	118	118¾	9
Metropolitan Street Railway 5s	112½	113	112½	113	135
Mexican International consol. 4s	73½	73¾	73¼	73¼	58
Michigan Central consol. 7s	110	110	110	110	2
Michigan Central 5s, 1902	102½	102½	102½	102½	2
Midland of New Jersey 1st 6s	117	119	117	119	11
Mil., Lake Shore & West. ext. & imp. 5s	113½	113½	113½	113½	5
Minneapolis & St. Louis consol. 5s	106	106	106	106	7
Missouri Pacific 1st collateral 5s	70¼	71¼	70	71¼	16
Missouri Pacific trust 5s	76½	78	75	77	70
Missouri Pacific 3d 7s	108¼	108¼	108¼	108¼	10
Missouri Pacific consol. 6s	99½	99¾	99¼	99½	105
Mobile & Ohio new 6s	118½	118½	118½	118½	2
Mobile & Ohio, Montgomery Div. 5s	97½	97½	97½	97½	9
Mobile & Ohio general 4s	76	78½	76	78	153
Morris & Essex consol. 7s guaranteed	142½	142½	142½	142½	5
Nash., Chat. & St. L. 1st 7s	131½	131½	131⅝	131⅝	8
Nash., Chat. & St. L. con. 5s	101	102	101	102	11
New York, Chicago & St. Louis 4s	103½	104	103½	104	31
New York & Harlem 7s, coupon	107½	107½	107½	107½	1
N. Y., N. H. & H. con. deb. certfs. 4s	152	152	152	152	3
New York, Ontario & Western refdg. 4s	97½	98½	97½	98½	24
New York, Susquehanna & Western gen. 5s	90¾	92	90¾	92	14
New York, Susquehanna & West. refdg. 5s	105	105	105	105	1
Norfolk & Western con. 4s	80	81½	80	80¾	39½
Northern Pacific general lien 3s	60¼	61¼	60¼	60¾	538
Northern Pacific prior lien 4s	95⅝	96	95⅝	95⅞	129
Northern Pacific 1st 6s	116	116½	116	116½	5
Northern Railway of California 5s	101¼	101¼	101	101	18
Northwestern 25-year debenture 5s	108	108½	108	108½	3
Northwestern gold 7s, coupon	116	116	116	116	1
Northwestern gold 7s, registered	112¼	112¼	112¼	112¼	5
Northwestern sinking fund deb. 5s, 1933	114	115½	114	115½	6
Northwestern extended 4s	104½	104½	104½	104½	19
Northwestern consol. 7s	138½	138½	138½	138½	1
Northwestern general 3½s	101	101	101	101	10
Ohio & Miss., Springfield Div. 1st 7s	103	104	103	104	12
Oregon Improvement 1st 6s, tr. receipts	110	110	109¾	110	13
Oregon Imp. con. 5s, all in. paid	58½	60	58½	60	178
Oregon Railroad & Navigation 4s	95½	96	95½	96	34
Oregon Short Line consolidated 5s	102¾	103½	102¾	103¼	48
Oregon Short Line income A	66½	69½	66½	69½	23
Oregon Short Line income B	48½	49	48½	49	26
Oregon Short Line 6s	123½	124	123	124	23
Pennsylvania 4½s, coupon	110	111	110	111	21
Pacific of Missouri 1st 4s	103¾	103¾	103	103¾	11
People's Gas, Chicago, 1st consol. 6s	116	116	116	116	5
People's Gas, Chicago, 2d gtd. 6s	106	106	106	106	[illegible]
Peoria, Decatur & Evansville 2d, tr. r.	16⅝	17	16⅝	17	21
Peo., Dec. & Ev., Evans. Div. 1st 6s, tr. r.	96	96	96	96	23
Peoria & Eastern 1st 4s	74	74	74	74	1
Peoria & Pekin Union 2d 4½s	85½	85½	85½	85½	15
Pitts., Cin., Chi. & St. L. 4½s, Series A	110	110	110	110	3
Pitts., Cin., Chi. & St. L. 4½s, Series B	109¾	109¾	109¾	109¾	5
Pittsburg & Western 4s	82½	83½	83½	83½	16
Reading general 4s	[illegible]	[illegible]	[illegible]	[illegible]	271
Rio Grande Western 1st 4s	[illegible]	[illegible]	[illegible]	[illegible]	33
Rock Island general 4s	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Rock Island 1st 6s, coupon	[illegible]	[illegible]	[illegible]	[illegible]	3
Rome, Watertown & Ogdens. consol. 5s	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
St. Louis & Iron Mountain gen. 5s	93¾	95	93	95	284
St. Louis & Iron Mt. gen. 5s, stamped	93	93	93	93	25
St. Louis & Iron Mountain 1st ext. 4½s	107	108	106½	108	26
St. Louis & Iron Mountain 2d 5s	104	104	104	104	5
St. Louis & San Fran. 2d 6s, Class B	113	114	113	114	16
St. Louis & San Fran. 2d 6s, Class C	113	113	113	113	15
St. Louis & San Fran., Southwest. Div. 5s	93	93	93	93	6
St. Louis & San Francisco gen. 6s	117¼	118½	117¼	118½	50
St. Louis & San Francisco gen. 5s	103	103⅝	103	103⅝	62
St. Louis & San Francisco 4s	75½	77	75½	77	76
St. Louis Southwestern 1st 4s	72½	73	72½	72⅝	67
St. Louis Southwestern 2d income 4s	29½	29½	29½	29½	10
St. Paul 1st, Chi., Pac. & Western 5s	115½	115½	115¼	115½	19
St. Paul 1st, Southwestern Div. 6s	117½	117½	117½	117½	10
St. Paul 1st, Chi. & Mo. River 5s	110⅝	116	110⅝	116	22
St. Paul 1st, Southern Minn. Division 6s	118½	119¼	118½	118½	21
St. Paul general 4s, Series A	103¼	104	103¼	103⅞	30
St. Paul gold 7s	142½	142½	142½	142½	2
St. Paul Terminal 5s	113	113	113	113	1
St. Paul 1st, Iowa & Dakota ext. 7s	143	143	143	143	1
St. Paul consolidated 7s	145	145	145	145	6
St. Paul, Minn., & Man., Mont. Cent. 5s	109½	109½	109½	109½	5
St. Paul, Minn. & Man., Mont. Cent. 6s	125	125	125	125	4
St. P., M. & M. consol. 6s, reduced to 4½s	106¼	106⅝	106¼	106⅝	11
San Antonio & Aransas Pass 4s	61½	61½	61½	61½	60
Scioto Valley & New England 4s	84½	86	84½	86	10
South Carolina & Georgia 1st 5s	94½	95	94½	95	12
Southern Pacific of California consol. 5s	95¾	96¼	95¾	96¼	39
Southern Pacific of New Mexico 1st 6s	107½	107½	107½	107½	10
Southern Pacific of Arizona 1st 5s	104	105	104	105	30
Southern Railway 5s	92	93	91½	93	267
Standard Rope & Twine 6s	67	70	66¾	70	85
Standard Rope & Twine income	14⅝	17	14⅝	15⅞	217
Tenn. Coal & Iron, Birm. Div. 6s	85	85	85	85	1
Terminal R. R. Ass'n of St. Louis consol. 5s	107	107	107	107	2
Texas & New Orleans consol. 5s	98	98¼	98	98¼	30
Texas & Pacific 1st 5s	103½	105	103½	105	85
Texas Pacific 2d inc. 5s	34	35¼	33⅞	35	442
Toledo, St. Louis & Kansas City 1st 6s, tr. r.	88	88	88	88	10
Toledo & Ohio Central 5s, Western Div.	100¾	100¾	100¾	100¾	1
Union Pacific new 4s	93	94½	92⅞	94½	1,288
Union Pacific collateral trust 4½s, tr, certs.	45	46	45	46	43
Union Elevated 1st 6s, trust receipts	84	84½	84	84½	31
Union Pacific, Den. & Gulf 1st 5s, t. r.	57¾	58½	57¾	57¾	1,398
United States Leather 6s	113½	114	113½	114	33
Wabash 1st 5s	106⅝	108	106⅝	108	114
Wabash debenture, Series B	28	28¾	28	28¾	40
Wabash 2d 5s	82	82½	81½	82½	177
Wabash 1st 5s, Detroit & Chicago ext.	103¼	103¼	103¼	103¼	1
West Shore guaranteed 4s	107¾	108	107½	108	82
West Shore gtd. 4s, registered	107⅝	107½	107⅝	107½	6
Western Union col. trust 5s	109	109	109	109	2
Wheeling & Lake Erie, Wheel. Div. 1st 5s	90	90	90	90	10
Wilkesbarre & Eastern 1st 5s	98⅝	98⅝	98⅝	98⅝	2
Wisconsin Central 1st, trust receipts	39¾	42½	39¾	42½	283
Total sales					$12,888,000

GOVERNMENT BONDS.

Bond Transactions New York Stock Exchange Week Ending May 28, 1898.

United States 4s, 1907, coupon	111¼	111¼	111¼	111¼	1
Total sales					$1,000

STATE BONDS.

Bond Transactions New York Stock Exchange Week Ending May 28, 1898.

Tennessee Settlement 3s	87	90	87	90	16
Tennessee Settlement 3s, small	87	87	87	87	1
Total sales					$17,000
Grand total					$12,906,000

GOVERNMENT BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
United States 2s, registered	98½	Mch. 22	98	Apr. 4	98	Apr. 4
United States 4s, 1907, registered	113½	Feb. 4	106	Apr. 27	108¾	May 18
United States 4s, 1907, coupon	114¾	Feb. 8	107	Apr. 26	111¼	May 27
United States 4s, 1925, registered	129½	Jan. 11	116¾	Apr. 19	122¼	May 17
United States 4s, 1925, coupon	129¾	Jan. 12	117½	Apr. 19	122½	May 20
United States 5s, 1904, registered	115	Jan. 12	109¼	May 2	110¼	May 6
United States 5s, 1904, coupon	115	Jan. 14	109¾	May 3	111	May 19
United States currency 6s, 1899	104	Jan. 22	102½	Apr. 26	102½	Apr. 28
District of Columbia 3-65s	115	Mch. 28	115	Mch. 28	115	Mch. 28

STATE BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
Alabama, Class A	109	May 14	108½	Mch. 3	109	May 14
Alabama, Class C	100	Feb. 28	100	Feb. 28	100	Feb. 28
Louisiana Consolidated 4s	103	Jan. 17	100	May 14	101	May 14
Louisiana Consolidated 4s, small	100½	Mch. 14	98	Mch. 3	100½	Mch. 14
North Carolina 6s, 1919	128	Feb. 23	128	Feb. 23	128	Feb. 23
North Carolina Consolidated 4s	101	Jan. 6	101	Jan. 6	101	Jan. 6
Tennessee Settlement 3s	90	Jan. 18	87	May 10	90	May 27
Tennessee Settlement 3s, small	88	Jan. 5	87	May 25	87	May 25
Virginia funded debt 2-3s, 1991	71½	Jan. 31	65	Apr. 22	68¾	May 20
Virginia deferred 6s, trust rec'ts	5	Jan. 13	4½	Feb. 15	4½	Feb. 15

Last sales in 1897 of State bonds in which there have been no dealings in 1898:

	Sales.	Date.		Sales.	Date.
Alabama, Class A, (small)	107¾	Oct. 9	North Car. con. 4s, (small)	100	Oct. 4
Alabama, Class B	104¼	July 26	Virginia deferred 6s	5	Apr. 1

BANK STOCKS.

Transactions on New York Stock Exchange from Jan. 1, 1898.

	Highest.		Lowest.		Last Sale.	
America	358	Mar. 9	350	Jan. 25	350	May 5
American Exchange	175	Mar. 11	170	Jan. 6	175	Mar. 11
Columbia	150	Apr. 4	150	Apr. 4	150	Apr. 4
Chatham	295	Mar. 2	290	May 12	290	May 12
Commerce	210	Mar. 1	200	May 9	200	May 9
Continental	130	Jan. 4	125	May 18	125	May 18
Corn Exchange	290	Feb. 4	290	Feb. 4	290	Feb. 4
Market & Fulton	233	Mar. 4	230	Feb. 16	233	Mar. 4
Mechanics'	185	Feb. 11	175	May 18	175	May 18
Merchants'	145½	Jan. 4	145	Mar. 8	145	Mar. 8
New York	235	Apr. 14	235	Apr. 14	235	Apr. 14
Ninth	92½	Feb. 9	90	Mar. 9	90	Mar. 9
North America	135¼	Feb. 15	135¼	Feb. 15	135¼	Feb. 15
Park	312	Mar. 23	263	Jan. 28	310	May 2
Republic	157	Mar. 31	157	Mar. 31	157	Mar. 31
Shoe & Leather	100	Jan. 12	98½	Jan. 20	98½	Jan. 20
Tradesmen's	110	Feb. 15	105	Jan. 21	110	Feb. 15
West Side	275	Jan. 10	275	Jan. 10	275	Jan. 10
Western National	155	Jan. 28	145	Mar. 30	150	Apr. 22

Last sales on the New York Stock Exchange in 1897 of bank stocks not yet dealt in there this year:

		Date.			Date.
Broadway	242	Nov. 19	Importers & Traders'	535	March 23
Butchers & Drovers'	98	Nov. 27	Manhattan	230	Nov. 13
Central National	162	Nov. 23	Metropolis	475	April 21
Chemical	4200	Feb. 3	New York County	800	March 23
Citizens'	132	Nov. 19	Phenix	109	Dec. 24
East River	140	Nov. 26	Seaboard	170	July 19
Fourth National	185	Nov. 30	State of New York	114	Dec. 3
Gallatin	310	Aug. 19	Third National	85	March 16

MONEY AND EXCHANGE.

Money on call loaned at 1¼ per cent.

Time money, 3 per cent. for thirty to sixty days, and 3½ per cent. for longer periods. Commercial paper rates, 3½@4 per cent. for sixty to ninety days' indorsements, 4@5 per cent. for choice single names, and 5@6 per cent. and upward for others.

The Bank of England gained £1,301,187 bullion during the week, and the proportion of reserve to liabilities, which in the previous week was 46.10, became 47.74 per cent. The rate of discount was reduced from 4 to 3½ per cent. The Bank of France gained [illegible] gold and [illegible] silver.

Foreign exchange market [illegible]. Posted [illegible]

for demand. Actual rates were $4.84@4.84¼ for sixty-day bills, $4.85¾ for demand, $4.86¼ for cable transfers, and $4.83¼@$4.83¾ for commercial.

In Continental, Paris francs were quoted at 5.21¼ for long and [illegible]@5.19⅜ for short, reichsmarks at 94 9-16@94⅝ and 95@95 1-16, and guilders at 40⅛ and 40¼.

New York exchange quoted as follows: Chicago—10c discount. Boston—par. San Francisco—Sight, 12½c premium; telegraphic, 15c premium. New Orleans—Commercial, 25c premium; bank, $1 premium. Savannah—Buying, 1-16c discount; selling, 1-16c premium. Charleston—Buying, par; selling, [illegible] premium. [illegible]

Complete Bond Quotation List, New York Stock Exchange, Week Ending May 28, 1898.

	Range for Year 1898. Highest.		Lowest.		Last Sale.		Bid.	Ask'd.
Alabama Midland 1st gtd. g. 5s, 1928	[illegible]	Jan [illegible]	[illegible]	Jan [illegible]	[illegible]	Jan [illegible]	..	..
Ann Arbor 1st g. 4s, 1995	[illegible]	Feb 14	[illegible]	Apr [illegible]	[illegible]	May [illegible]	..	..
Atch., Top. & S. F. gen. g. 4s, 1995	[illegible]	Feb [illegible]	[illegible]	Apr [illegible]	[illegible]	May [illegible]	[illegible]	91
Do., registered	[illegible]	Mar [illegible]	[illegible]	Mar [illegible]	[illegible]	Mar [illegible]	..	..
Do., adjustment g. 4s, 1995	[illegible]	Feb 10	[illegible]	Mar 1[illegible]	[illegible]	May [illegible]	[illegible]	[illegible]
Atlantic & Pacific income	½	Jan 7	½	Jan 7	½	Jan 7	..	..
Atl. Av. of Brooklyn imp. g. 5s, 1934	..	....	..	....	[illegible]	Feb., 96	..	..
Atlantic & Danville 1st g. 5s, 1950	98	Feb 10	95	Jan 5	97	Apr 21	96	100
Balt. & Ohio 1st 6s, Park'b. Br., 1919	118½	Feb 11	100	Apr 6	106⅝	May 27	..	..
Do., gold 5s, 1885-1925	105½	May 21	80	Jan 12	104¼	May 25	105½	..
Do., coupons off, registered	..	....	..	....	78	De 16, 97	100⅝	..
Do., eng. certs. of deposit	100⅝	May 28	90	Jan 25	100⅝	May 28	..	98
Do., do., registered	103	May 25	95	Feb 4	103	May 25	..	..
Do., con. g. 5s, 1988	104⅝	May 27	97	Apr 6	104⅝	May 27	..	..
Do., registered	105½	May 24	103	May 24	103½	May 24	..	..
Do., J. P. M. Co. certs	97	Apr 6	97	Apr 6	97	Apr 6	..	..
Baltimore Belt 1st g. 5s, int.gtd., 1990	90	May 20	84	Jan 11	90	May 20	..	..
West Va. & Pitts. 1st g. 5s, 1990	..	....	..	....	103½	Oct., 95	..	..
Monongah. River 1st gtd. g. 5s, 1919	..	....	..	....	104½	July, 93	..	..
Cent. Ohio reorg. 1st con. g. 4½s, 1930	99	Jan 27	99	Jan 27	99	Jan 27	100	..
Ak. & Chi. Junc. 1st gtd. int.g.5s, 1930	..	....	..	....	102½	Nov., 96	..	..
Do., coupon off	..	....	..	....	90	No 1, 97	90	..
Pitts. & Connellsv. 1st g. 4s, 1946	..	....	..	....	105½	Oct 5, 97	..	..
B. & O. S.W. RR. 1st gtd. g. 4½s, 1990	100	Jan 10	95½	Jan 17	98¼	May 26	..	..
Do., 1st consolidated g. 4½s, 1993	..	....	..	....	90	Jne 8, 97	..	..
Do., 1st inc. g. 5s, Series A, 2043	..	....	..	....	47⅞	Nov., 96	..	..
Do., do., Series B, 2043	9½	Feb 3	8	May 28	8	May 28	..	..
Ohio & Mississippi 2d con. 7s, 1911	..	....	..	....	121	De 13, 97	..	..
Do., 1st Springfield Div. 7s, 1905	107⅞	Feb 10	102½	May 2	104	May 27	..	104
Do., 1st gen. 5s, 1932	..	....	..	....	108	April, 92	..	..
Brooklyn City 1st consol. 5s, 1941	113	May 27	113	May 27	113	May 27	..	..
Brooklyn El. Tr. Co. ctfs., 1st g. 6s, 1924	87½	Feb 9	79	Apr 8	83¾	May 28	84	85
Do., Tr. Co. ctfs., 2d g. 5s, 1915	..	....	..	....	43	Jne 19, 97	..	..
Do., do., 3d installment paid	68	May 24	68	May 24	68	May 24	68½	..
Sea. & B.B.Tr.Co.cts., 1st gtd. g. 5s, 1942	..	....	..	....	70½	De 14, 97	..	..
Do., do., 3d installment paid	..	....	..	....	..	....	76	85
Union El. Tr. Co.cts., 1st gtd. g. 6s, 1937	87½	Feb 8	80	Apr 14	84½	May 27	84	85
Brooklyn Rapid Transit g. 5s, 1945	97	Feb 12	91	Apr 2	95	May 28	..	..
Brunswick & Western 1st g. 4s, 1938	..	....	..	....	74	Sept., 96	..	..
Buff., Roch. & Pitts. gen. g. 5s, 1937	106	Feb 25	104½	Jan 18	105	Apr 18	..	..
Roch. & Pitts. 1st g. 6s, 1921	127	Jan 26	127	Jan 26	127	Mar 2	122	..
Do., con. 1st g. 6s, 1922	123	Feb 2	123	Feb 2	123	Apr 12	120½	..
Clearfield & Mah. 1st gtd. g. 5s, 1943	..	....	..	....	108	Ap 14, 97	115	..
Buffalo & Susquehanna 1st g. 5s, 1913	..	....	..	....	100	Feb., 96	..	..
Bur., Cedar Rap. & Nor. 1st 5s, 1906	109	Feb 4	105¾	Mar 28	107	May 17	106	..
Do., con 1st and col. tr. g. 5s, 1934	109	Jan 17	100	Apr 28	108	May 19	108	..
Minn. & St. L. 1st gtd. g. 7s, 1927	..	....	..	....	140	Fe 14, 97	..	..
C.R., Iowa Falls & N.W. 1st g. 6s, 1920	..	....	..	....	108	De 10, 97	105	..
Do., do., 1st g. 5s, 1921	105	Jan 4	105	Jan 4	105	Jan 4	..	..
Canada South. 1st, int. gtd. 5s, 1908	111	Jan 10	107⅞	Apr 27	110⅛	May 27	110	110¼
Do., 2d 5s, 1913	111	Feb 17	105	Apr 16	108	May 18	108⅝	108½
Do., do., registered	..	....	..	....	106	Jan 30, 97	..	..
Cent. RR. & Bkg. Co. of Ga. col. g. 5s, 1937	93½	Feb 16	87	Apr 21	87	Apr 21	..	..
Cent. of Ga. RR. 1st g. 5s, 1945	119½	Jan 18	114	Mar 25	115	Apr 16	..	..
Do., con. g. 5s, 1945	92½	Jan 22	84¾	Apr 29	87½	May 27	..	..
Do., 1st pf. inc. g. 5s, 1945	44½	Jan 6	36	Mar 25	38	May 25	..	..
Do., 2d pf. inc. g. 5s, 1945	15½	Jan 6	11	Apr 11	13⅝	May 13	..	..
Do., 3d pf. inc. g. 5s, 1945	8½	Jan 21	5	May 26	5	May 26	..	..
Do., Macon & Nor. Div. 1st g. 5s, 1946	92	Jan 6	92	Jan 6	92	Jan 6	..	..
Do., Mobile Div. 1st g. 5s, 1946	95⅝	Jan 19	95⅝	Jan 19	95⅝	Jan 19	..	..
Cent. of New Jersey 1st con. 7s, 1899	104⅝	Feb 2	104⅜	Jan 4	104½	Mar 25	104	..
Do., 1st conv. 7s, 1902	..	....	..	....	113½	Dec 3, 97	..	..
Do., conv. deb. 6s, 1908	110½	Feb 15	110½	Feb 15	110½	Feb 15	..	..
Do., gen. g. 5s, 1987	114½	Feb 10	109½	Apr 27	113	May 26	113	114
Do., do., registered	114¾	Feb 14	108¾	Apr 26	111½	May 24	111½	..
Lehigh & Wilkes Coal con. ass. 7s, 1900	103½	Feb 18	99½	May 25	101	May 28	100	101
Do., 5s, 1912	98	Feb 18	90	Jan 5	90	Mar 15	..	..
Am. Dock & Imp. Co. 5s, 1921	116	Mar 4	110	Apr 26	112½	May 17	..	115½
N. J. Southern int. gtd. 6s, 1899	..	....	..	....	104	No 18, 97	..	..
Cent. Pac. g. 6s, 1898, Speyer certs	108	Jan 18	108	Jan 18	108	Jan 18	..	..
Do., ext. g. 5s, Series A,B,C,D, 1898	108½	Feb 23	108	Feb 18	108	Feb 24	..	..
Do., ext. g. 5s, Series E, 1898	102	Feb 21	102	Feb 21	102	Feb 21	..	..
Do., Speyer & Co. ctfs. dep. E, 1900	101⅝	May 5	101⅝	May 5	101⅝	May 5	..	..
Do., San Joaquin Br. g. 6s, 1900	105	Feb 23	105	Feb 23	105	Feb 23	..	..
Do., gtd. g. 5s, 1939	..	....	..	....	84½	Sept., 96	..	..
Do., land grant g. 5s, 1900	100½	Feb 23	100	Feb 23	102	Mar 19	..	..
Do., C. & O. Div. ext g. 5s, 1918	101	Jan 18	101	Jan 18	101	Jan 18	..	..
Western Pacific g. 6s, 1899	103½	May 12	101	Mar 17	103½	May 12	..	..
North. Ry of Cal. 1st gtd. g. 6s, 1907	..	....	..	....	98	Aug 6, 97	..	..
Do., gtd. g. 5s, 1938	102½	Feb 3	100	Jan 6	101	May 28	100	..
Cent. Wash. Tr. Co. ctfs., 1st g. 6s, 1938	46	Feb 2	40	Feb 2	40	Feb 2	..	..
Ches. & Ohio pur. mon. fund. 6s, 1898	101½	Jan 7	101½	Jan 7	101½	Jan 7	..	..
Do., g. 6s, Series A, 1908	120½	Feb 14	119½	Mar 3	119½	Mar 3	116	..
Do., g. 6s, 1911	120¼	Jan 21	115½	Apr 20	119	May 28	117	..
Do., 1st con. g. 5s, 1939	117	Feb 11	111	May 2	112½	May 28	113	113½
Do., do., registered	114½	Jan 31	113	Jan 3	114	Feb 7	..	..
Do., gen. g. 4½s, 1992	84½	Feb 15	73½	Mar 26	81	May 28	..	..
Do., R. & A. Div. 1st con. g. 4s, 1989	105	Jan 21	99	Apr 25	103	May 27	102½	..
Do., do., 2d con. g. 4s, 1989	94	Jan 12	92	Mar 14	94	May 25	..	..
Do., Craig Valley 1st g. 5s, 1940	99½	Feb 7	95	May 24	95½	May 27	..	..
Eliz., Lex. & Big Sandy gtd. g. 5s, 1902	104	Jan 13	97½	Apr 11	100	May 24	..	..
Chi. & Alton sink. fd. g. 6s, 1903	113½	Apr 21	112½	Feb 7	113½	Apr 21	110	..
Louisiana & Mo. River 1st 7s, 1900	111	Jan 7	107	Mar 23	107½	May 16	..	..
Do., 2d 7s, 1900	..	....	..	....	107½	No 18, 97	..	107
St. L., Jacksonv. & C. 2d gtd. 7s, 1898	..	....	..	....	104⅝	Mr 25, 97	..	..
Miss. Riv. Bdge. 1st sk. fd. g. 6s, 1912	..	....	..	....	105½	Oct., 95	102½	..
Chi., Bur. & Northern 1st 5s, 1926	110½	Jan 5	105	Mar 25	105	Mar 25	106	..
Chi., Bur. & Quincy con. 7s, 1903	117	May 26	113½	Apr 20	117	May 26	..	..
Do., sinking fund 5s, 1901	107	Feb 24	104½	Feb 1	107	Feb 24	..	..
Do., debenture 5s, 1913	109	Feb 7	104⅝	May 16	106	May 28	105	107
Do., convertible 5s, 1903	112	Jan 13	104½	Mar 25	109⅝	May 27	109¼	109½
Do., Iowa sink. fund 5s, 1919	109½	Feb 17	109½	Feb 17	109½	Feb 28	..	..
Do., do., do., 4s, 1919	104	Feb 4	98	Apr 4	101	May 24	..	..
Do., Denver Div. 4s, 1922	101½	Jan 7	97	Apr 1	100	May 20	..	..
Do., 4s, 1921	..	....	..	....	93⅝	Dec 8, 97	..	..
Do., Chi. & Iowa Div. 5s, 1905	..	....	..	....	107½	Jan., 96	..	..
Do., Nebraska extension 4s, 1927	100	Jan 14	95	Mar 25	97½	May 27	97½	98½
Do., do., registered	97¼	Mar 19	97	May 9	97	May 9	..	..
Hannibal & St. Joseph con. 6s, 1911	123	Jan 29	119	Mar 9	120½	May 28	120½	..
Chi. & East. Ill. 1st sink. fd. cur. 6s, 1907	116½	Feb 3	116	May 23	116	May 23	117	..
Do., 1st con. g. 6s, 1934	130	Jan 3	122	Apr 19	122	Apr 19	..	..
Do., gen. con. 1st 5s, 1937	108	Feb 10	101¼	Jan 11	105½	May 27	105	105½
Do., do., registered	105	Apr 5	101	Jan 4	102	May 6	..	..
Chi. & Ind. Coal Ry 1st 5s, 1936	109	Feb 11	100¼	Jan 14	105	May 18	..	..
Chicago, Indianapolis & Louisville—								
Louisv., New Alb. & Chi. 1st 6s, 1910	113½	Feb 16	112	Feb 25	113½	May 20	114	..
Chi., Ind. & Louisv. refdg. g. 5s, 1947	89	Feb 10	80	Mar 12	82	May 5	..	..
Do., refunding g. 6s, 1947	105	Feb 10	90	Mar 29	103	May 26	..	..
Chicago, Milwaukee & St Paul—								
Mil. & St. P. 1st 7s, $ gold, R.D., 1902	143	Feb 10	140	Jan 29	142	May 16	144½	..
Do., 1st Iowa & D. 7s, 1899	140½	Mar 17	137½	Jan 3	140½	Mar 28	144½	..
Do., 1st C. & M. 7s, 1903	144	Feb 16	140	Jan 18	141	Apr 6	144½	..
Chi., Mil. & St. Paul con. 7s, 1905	145	May 27	138	Jan 4	145	May 27	144½	..
Do., 1st I. & D. ext. 7s, 1908	143	May 25	139¼	Jan 5	143	May 25	144½	..
Do., 1st Southwest. Div. 6s, 1909	119⅝	Jan 19	116	May 13	117½	May 23	118	..
Do., 1st LaC. & Dav. 5s, 1919	110	Mar 14	110	Mar 14	110	Mar 14	..	..
Do., 1st So. Minn. Div. 6s, 1910	121	Feb 8	114¼	Apr 20	119½	May 27	119	..
Do., 1st H. & D. Div. 7s, 1910	130¼	Jan 13	130	Feb 3	130	Feb 3	..	..
Do., do., 5s, 1910	..	....	..	....	109	Oct 5, 97	..	..
Do., Chi. & Pac. Div. 6s, 1910	121	Jan 28	118	Mar 11	118	Mar 11	..	..
Do., 1st C. & Pac. W. g. 5s, 1921	117	Jan 10	111	Apr 26	115½	May 24	115½	..
Do., Chi. & Mo. Riv. Div. 5s, 1926	117	Feb 10	110⅝	May 23	116	May 26	..	..
Do., Mineral Point Div. 5s, 1910	110	Jan 17	107	Jan 5	109½	Apr 16	..	..
Do., C. & Lake Sup. Div. g. 5s, 1921	113½	Mar 2	112	Apr 21	112	Apr 21	..	..
Do., Wis. & Min. Div. g. 5s, 1921	115½	Feb 11	111	Apr 20	111	Apr 29	..	..
Do., terminal g. 5s, 1914	115	Feb 7	111	Apr 1	113	May 25	112¼	..
Do., Far. & So. assu. g. 6s, 1924	127¼	Jan 27	127⅝	Jan 5	127¼	Jan 27	..	..
Do., con. sink fd. 5s, 1916	..	....	..	....	106½	Jly 9, 97	..	..
Do., Dak. & Great So. g. 5s, 1916	113½	Jan 17	109	Apr 7	110	Apr 12	..	..
Do., gen. g. 4s, Series A, 1989	107	Feb 4	102	May 3	103⅞	May 28	103½	..
Do., do., registered	105½	Feb 19	104¾	Feb 1	105½	Feb 19	..	..
Mil. & North. 1st, main line 6s, 1910	122½	Jan 19	120	Mar 15	120	Mar 18	117	..
Do., 1st con. 6s, 1913	123	Feb 7	117	Apr 30	117	Apr 30	120	..
Chicago & Northwestern con. 7s, 1915	145	Jan 10	138	May 6	140	May 17	137	..
Do., gold 7s, 1902	116½	Feb 15	113	Apr 27	116	May 25	115⅝	..
Do., do., registered	116½	Feb 15	112¼	May 27	112¼	May 27	..	..
Do., sinking fund 6s, 1879-1929	118½	Mar 10	116⅝	Jan 7	117	Mar 23	..	..
Do., do., registered	..	....	..	....	117½	Jly 13, 97	..	..
Do., sinking fund 5s, 1879-1929	111½	Feb 2	106	Apr 2	106½	May 16	..	..
Do., do., registered	..	....	..	....	109½	De 30, 97	..	..
Do., sinking fund deb. 5s, 1933	119	Feb 2	114	May 23	115¼	May 26	115	..
Do., registered	119	Feb 21	117	Mar 8	117	Mar 8	114½	..
Do., debenture 5s, 1909	110½	Feb 9	107½	May 18	108½	May 26	..	..
Do., do., registered	109½	Mar 19	109½	Mar 19	109½	Mar 19	..	..
Do., debenture 5s, 1921	112	May 11	111	May 9	112	May 11	112½	..
Do., do., registered	117⅝	Feb 7	117⅝	Feb 7	117⅝	Feb 7	..	..
Do., extension 4s, 1886-1926	107	Feb 4	104	Mar 8	104½	May 27	104	105
Do., registered	..	....	..	....	100	No 10, 97	..	..
Do., gen. 3½s, 1987	101	May 28	99	May 16	101	May 28	99½	102
Escanaba & Lake Sup. 1st 6s, 1901	107⅝	May 26	106	Apr 21	107⅝	May 26	..	..
Iowa Midland 1st 8s, 1900	..	....	..	....	..	....	109	..
Chicago & Milwaukee 1st 7s, 1898	102¼	Apr 12	101½	Jan 8	102¼	Apr 12	102⅝	..
Winona & St. Peters 2d 7s, 1907	..	....	..	....	127	Au 17, 96	..	..
Milwaukee & Madison 1st 6s, 1905	117	Jan 12	117	Jan 12	117	Jan 12	..	..
Ottumwa, C. F. & St. P. 1st 5s, 1909	109	Mar 3	109	Mar 3	109	Mar 3	109	..
Northern Illinois 1st 5s, 1910	105	Apr 22	105	Apr 22	105	Apr 22	105	..
Mil., L. S. & West. 1st g. 6s, 1921	137	Jan 6	132½	May 21	132½	May 21	..	..
Do., conv. deb. g. 5s, 1907	..	....	..	....	105½	Fe 24, 97	..	..
Do., ext. & imp. sk. fd. g. 5s, 1929	117½	Feb 24	113½	May 26	113½	May 26	..	..
Do., Michigan Div. 1st g. 6s, 1924	134	Mar 22	133	Mar 22	134	Mar 23	..	..
Do., Ashland Div. 1st g. 6s, 1925	135	Feb 26	133	May 19	133	May 19	..	..
Do., incomes, 1911	113	Apr 21	112	Apr 26	112	Apr 26	..	..
Chicago, Rock I. & Pacific 6s, 1917	132	Apr 21	130	Mar 11	131	May 26	..	..
Do., do., registered	131¼	Jan 29	128	Apr 2	130½	May 13	..	..
Do., debenture 5s, 1921	107⅝	Feb 3	104⅝	Mar 25	106½	May 16	106⅝	..
Do., gen. g. 4s, 1988	[illegible]	May 27	[illegible]	May 7	104¼	May 28	[illegible]	[illegible]
Do., 4s, registered	[illegible]	May 11	[illegible]	May 11	[illegible]	May 11	..	..
Des Moines & Ft. Dodge 1st 4s, 1905	[illegible]	Feb 4	[illegible]	Jan [illegible]	[illegible]	Feb [illegible]	..	..
Do., 1st 2½s, 1905	[illegible]	Feb 11	[illegible]	Jan [illegible]	70	Feb [illegible]	..	..
Do., extension 4s, 1905	..	....	..	....	[illegible]	Mr 15, 97	..	..
Keokuk & Des Moines 1st 5s, 1923	106	Feb 17	[illegible]	Apr 21	[illegible]	Apr [illegible]	..	..
Do., do., small	..	....	..	....	100	Ap 15, 97	..	..
Chi., St. P., Min. & Om. con. 6s, 1930	[illegible]	Jan 24	[illegible]	Apr 25	[illegible]	May [illegible]	..	..
Chi., St. P. & M. 1st g. 6s, 1918	[illegible]	Feb 15	[illegible]	May 13	[illegible]	May 13	..	..
St. P. & Sioux City 1st g. 6s, 1919	[illegible]	Jan 29	[illegible]	Apr 16	127	Apr 23	..	..
Chi. & Wn. Ind. 1st sk. fd. g. 6s, 1919	..	....	..	....	106	Jly 22, 97	..	..
Do., gen. g. 6s, 1932	[illegible]	Feb 17	117½	Apr 1	[illegible]	Apr [illegible]	..	..
Chicago Term. & Trans. 4s, 1947	87½	Feb 7	79½	Mar [illegible]	85½	May 28	[illegible]	[illegible]
Chi. & West Mich. Ry 5s, 1921	..	....	..	....	98½	Nov., 96	..	..
Cin., Ham. & Dayton con. sk. fd. 7s, 1905	..	....	..	....	119	Oct 25, 97	..	..
Do., 2d g. 4½s, 1937	..	....	..	....	103½	Mr 12, 97	..	..
Cin., Day. & Ironton 1st gtd. g. 5s, 1941	111½	Feb 11	107½	May 10	107½	May 10	107	109
City & Sub. Ry Balt. 1st g. 5s, 1922	..	....	..	....	105½	Apr., 95	..	..
Clev. & Can. Tr. Co. cts. for 1st 5s, 1917	73½	Feb 4	69½	May 3	69½	May 3	..	..
Clev., Cin., Chi. & St. L. gen. g. 4s, 1993	83	May 13	82	May 13	82	May 13	..	..
Do., Cairo Div. 1st g. 4s, 1939	90	Jan 12	89	Jan 8	90	Jan 12	..	..
St. Louis Div. 1st col. trust g. 4s, 1990	93½	Feb 14	90¼	May 9	91	May 17	..	..
Do., do., registered	95	Mar 15	90	Mar 24	90	Mar 24	..	..
Spring. & Col. Div. 1st g. 4s, 1940	..	....	..	....	87	Oct., 95	..	..
White W. Val. Div. 1st g. 4s, 1940	88½	Jan 13	87½	Jan 11	88½	Jan 13	..	..
Cin., Wab. & Mich. Div. 1st g. 4s, 1991	90	Mar 9	89	Feb 28	90	Apr 12	..	..
Cin., Ind., St. L. & C. 1st g. 4s, 1936	103	Feb 11	99⅝	May 17	99½	May 28	..	..
Do., con. 6s, 1920	..	....	..	....	109	Nov., 94	..	..
Cin., San. & Clev. con. 1st g. 5s, 1928	..	....	..	....	114	Oct 7, 97	105	..
Ind., Bloom. & West. 1st pf. 7s, 1900	..	....	..	....	107½	Fe 19, 97	..	..
Peoria & Eastern 1st con. 4s, 1940	78⅝	Feb 2	70	Mar 14	74	May 28	72	75
Do., income 4s, 1990	14	May 7	14	May 7	14	May 10	..	..
C., C., C. & Ind. 1st sk. fd. 7s, 1899	105½	Mar 5	102	May 9	102½	May 19	..	..
Do., con. 7s, 1914	137	Jan 17	132	Mar 7	135½	May 26	..	..
Do., gen. con. g. 6s, 1934	127⅝	May 11	127⅝	May 11	127⅝	May 11	..	..
Cin. & Sprd. 1st M.C.C.C. & I. 7s, 1901	..	....	..	....	107½	Oct 16, 97	..	..
Clev., Lor. & Wheel. 1st con. g. 5s, 1933	106	May 10	100	Mar 18	106	May 10	..	..
Clev. & Mahoning Val. g. 5s, 1938	..	....	..	....	120½	July, 96	..	..
Colorado Midland Ry 1st 2-3-4s, 1947	60	May 5	56	May 26	56	May 26	57	60
Colorado Midland 1st g. 4s, 1947	..	....	..	....	..	....	63	..
Col., Hock. Val. & Tol. con. g. 5s, 1931	..	....	..	....	68½	My 15, 97	..	..
Do., J.P.M. & Co. eng. cts., $65 paid	77	Mar 5	70⅝	Apr 21	70⅝	May 28	76	..
Do., gen. g. 6s, 1904	61	Feb 14	54	Jan 11	61	Feb 14	52	..
Con. & Passumpsic Riv. 1st g. 4s, 1943	..	....	..	....	102	Dec., 95	..	..
Del., Lack. & West. 7s, 1907	123	Jan 15	122	Apr 4	122	Apr 4	..	..
Syra., Bing. & N. Y. 1st 7s, 1906	125½	Jan 3	125½	Jan 3	125½	Mar 2	..	..
Morris & Essex 1st 7s, 1914	144	Jan 4	137½	May 21	137½	May 21	..	..
Do., 7s, 1900	..	....	..	....	109	No 23, 97	..	..
Do., 7s, 1871-1901	113½	Feb 28	107	Apr 21	109	May 2	..	..
Do., 1st con. gtd. 7s, 1915	142½	May 26	136	Apr 18	142½	May 26	..	..
Do., registered	..	....	..	....	138	July, 92	..	..
N. Y., Lack. & West. 1st 6s, 1921	138½	Jan 20	133	Feb 26	138	Apr 18	..	..
Do., construction 5s, 1923	..	....	..	....	118½	No 17, 97	..	..
Warren 2d 7s, 1900	..	....	..	....	112	May, 96	..	..
Del. & Hud., 1st Penn. Div. 7s, 1917	143	May 7	143	May 7	143	May 7	..	..
Do., do., registered	..	....	..	....	143	May 4, 97	..	..
Alb. & Sus. 1st con. gtd. 7s, 1906	125½	Jan 25	120½	May 6	120½	May 6	120	..
Do., g. 6s, 1906	118½	Jan 27	110	Apr 21	114	May 13	113	..
Do., do., registered	..	....	..	....	116½	Mr 22, 97	..	..
Ren. & Saratoga 1st 7s, 1921	..	....	..	....	148⅝	Au 18, 97	..	..
Do., do., registered	145	Feb 18	141	May 6	141	May 6	..	..
Den. & Rio Gr. 1st con. g. 4s, 1936	95⅝	Feb 2	89	Apr 8	93½	May 27	92	94
Do., 1st g. 7s, 1900	110½	Feb 11	106	Apr 5	106	Apr 5	..	..
Do., improvement g. 5s, 1928	93	Feb 2	85½	Jan 3	91½	May 27	..	..
Des Moines Union 1st g. 5s, 1917	100	Mar 30	97	Jan 6	98½	May 7	..	..
Det., Mack. & Mar. ld. gt. 3½s, Ser. A, 1911	17½	Jan 12	16½	May 23	16½	May 23	15	17
Duluth & Iron Range 1st 5s, 1937	107⅝	Mar 9	104	Jan 3	106½	May 24	105½	..
Duluth, Red Wing & So. 1st 5s, 1928	92¼	Feb 11	92¼	Feb 11	92¼	Feb 11	..	..
Duluth, So. Shore & Atlantic g. 5s, 1937	107	Mar 8	101	May 2	105	May 12	105½	..
Erie 1st ext. g. 4s, 1947	116	Feb 2	112½	Jan 4	113	Feb 28	109	..
Do., 2d ext. g. 5s, 1919	116½	May 20	116½	May 20	116½	May 20	116	120
Do., 3d ext. g. 4½s, 1923	109½	May 23	108	Apr 11	109½	May 23	109	115
Do., 4th ext. g. 5s, 1920	113½	May 23	113	May 23	113½	May 23	115	120
Do., 5th ext. g. 4s, 1928	105	May 23	104½	Feb 21	105	May 23	104	107
Do., 1st con. g. 7s, 1920	147⅝	Feb 11	138	May 6	142½	May 26	141	142
Do., 1st con. g. fund. 7s, 1920	143	Jan 13	140	May 27	140	May 27	138	145
Long Dock con. g. 6s, 1935	139	Feb 25	133½	Apr 12	133½	Apr 12	..	..
Buffalo, N. Y. & Erie 1st 7s, 1916	..	....	..	....	141	Sep 10, 97	..	..
Jefferson R.R. 1st gtd. g. 5s, 1909	106	Feb 11	106	Feb 11	106	Feb 11	..	..
Chicago & Erie 1st g. 5s, 1982	113	Feb 10	108	May 2	110	May 27	..	..
N.Y., L.E. & W. 1st cur. 6s, 1913	..	....	..	....	102	Aug., 96	..	..
N.Y. & Greenw'd Lake gtd. g. 5s, 1946	..	....	..	....	105½	Oct 2, 97	..	..
Erie R.R. 1st con. g. 4s, prior bds., 1996	93	Feb 7	84¾	Apr 26	90⅞	May 27	..	..
Do., 1st con. gen. lien g. 3-4s, 1996	74½	Feb 11	66	Apr 28	73	May 28	72¼	72¾
N. Y., Sus. & W. 1st refdg. 5s, 1937	108⅝	Feb 11	99	Apr 27	105	May 26	..	..
Do., 2d g. 4½s, 1937	91	Feb 4	84¾	Jan 6	90	Mar 8	..	92
Do., gen. g. 5s, 1940	98	Feb 7	83	Apr 28	92	May 25	91	93
Do., terminal 1st g. 5s, 1943	111½	Jan 28	110	Apr 15	110	Apr 29	107	108½
Wilk. & East. 1st gtd. g. 5s, 1942	101⅞	Feb 8	93¼	Jan 3	96⅞	May 27	98½	..
Midland R. of N. J. 1st g. 6s, 1910	121	Jan 4	116	Apr 18	119	May 26	..	..
Eureka Springs 1st g. 6s, 1933	..	....	..	....	65	No 10, 97	..	..
Evansville & T. H. 1st con. g. 6s, 1921	117	Jan 11	112	May 20	112	May 20	..	..
Do., 1st gen. g. 5s, 1942	86	May 25	82	Apr 13	86	May 27	..	86½
Do., Mt. Vernon 1st g. 6s, 1923	..	....	..	....	110	May, 96	..	..
Do., Sul. Co. Bch. 1st g. 5s, 1930	..	....	..	....	110	Sept., 91	..	..
Evans. & Ind. 1st con. gtd. g. 6s, 1926	78	Feb 14	77½	Feb 16	77½	Feb 16	..	..
Flint & Pere Marq. g. 6s, 1920	117	Feb 9	110	May 2	113	May 12	114½	..
Do., 1st con. g. 5s, 1939	95	Feb 3	85	Apr 29	85	Apr 29	91½	..
Do., Pt. Huron d. 1st g. 5s, 1939	92½	Mar 4	83	Jan 5	90	May 27	..	..
Fla. Cent. & Peninsular 1st g. 5s, 1918	..	....	..	....	103	Au 14, 97	..	..
Do., con. g. 5s, 1943	..	....	..	....	80½	May, 96	..	..
Fort St. Un. Depot Co. 1st g. 4½s, 1941	105	Mar 11	105	Mar 11	105	Mar 11	..	..
Ft. Worth & Den. City 1st g. 4-6s, 1921	75	Jan 26	65	Mar 17	73¼	May 28	72½	73½
Ft. Worth & Rio Gr. 1st g. 3-4s, 1928	59½	Feb 1	54½	Jan 5	58	May 27	..	..
Gal., H. & H. 1st 5s, 1913	92	Feb 15	88¾	Jan 26	90	Mar 17	91	91½
Georgia & Ala. Ry 1st pf. g. 5s, 1945	..	....	..	....	103	Au 11, 97	..	..
Ga., Car. & North. 1st gtd. g. 5s, 1929	..	....	..	....	83	Jun 23, 97	..	..
Green Bay & West. deb. certs., A	49	Jan 27	43	Mar 14	43	Mar 14	..	..
Green Bay West. deb. certs., B	6½	Jan 26	4	May 7	5	May 28	..	..
Illinois Central 1st g. 4s, 1951	115	Mar 10	113½	Feb 14	115	Mar 10	..	..
Do., do., registered	..	....	..	....	112½	Jly 13, 97	..	..
Do., 1st g. 3½s, 1951	105	Mar 16	105	Mar 16	105	Mar 16	..	..
Do., registered	102½	Apr 15	101	Apr 24	102½	Apr 15	..	..
Do., g. 4s, 1952	102	Feb 21	100	May 6	100½	May 19	..	..
Do., do., registered	103	Jan 25	103	Jan 25	103	Apr 15	..	..
Do., g. 4s, 1953	102¼	Feb 2	97½	Apr 29	99	May 27	..	..
Do., col. tr. g. 4s, L., N.O. & T., 1953	..	....	..	....	..	....	99	100
Do., 2-10s, g. 4s, 1904	..	....	..	....	100½	Jan 4, 97	95	..
Do., Western Line 1st g. 4s, 1951	105	Jan 28	101	May 20	101	May 20	..	..
Do., Cairo Bridge g. 4s, 1950	..	....	..	....	102½	Sept., 96	..	..
Do., Middle Div. registered 5s, 1921	..	....	..	....	116½	Aug., 95	..	..
Chi., St. L. & New Orl. g. 5s, 1951	123¼	Feb 15	115½	Apr 23	115½	Apr 23	..	..
Do., registered	..	....	..	....	118½	Apr 1, 97	..	..
Do., Memphis Div. 1st g. 4s, 1951	103½	Jan 24	103½	Jan 24	103½	Jan 24	..	..
St. L., A. & T. H. 1st & ter. g. 5s, 1914	..	....	..	....	105	De 28, 97	..	..
Belleville & Carodt. 1st 6s, 1923	..	....	..	....	115	Ja 22, 96	..	..
St. Louis South. 1st gtd. g. 4s, 1931	..	....	..	....	90	No 12, 97	90	..
Carbondale & Shawton 1st g. 4s, 1932	..	....	..	....	..	....	90	..
Ind., Dec. & Wn. 1st g. 5s, 1935	104	Jan 10	97	May 2	101	May 20	..	..
Ind., Illinois & Iowa 1st g. 4s, 1939	88	Jan 4	86	Jan 22	86	Jan 22	88	..
Do., 1st ext. g. 5s, 1943	..	....	..	....	94¼	Nov., 95	..	..
Int. & Gt. North. 1st g. 6s, 1919	123¼	Jan 13	116	May 6	118	May 12	..	..
Do., 2d g. 5s, 1909	90	Feb 3	78	Mar 23	82	May 9	82½	..
Do., 3d g. 4s, 1921	60	Feb 7	44	Jan 14	55	May 26	53	58
Iowa Central 1st g. 5s, 1938	103½	Feb 19	97	Mar 26	102	May 28	101½	102
K. C., P. & Gulf 1st & col. g. 5s, 1923	81¾	Feb 14	65	Apr 26	68	May 27	..	..
Kings Co. El., Ser. A, 1st g. 5s, 1925	50	Jan 5	40	Apr 28	43	May 28	41	43
Fulton El. 1st gtd. g. 5s, Ser. A, 1929	38	Jan 25	35	Mar 11	35	Mar 11	..	..
Lake Erie & West. 1st g. 5s, 1937	117½	Feb 9	115	May 10	116	May 20	115	..
Do., 2d g. 5s, 1941	103½	Jan 10	95	Apr 29	100½	May 18	..	..
Northern Ohio 1st gtd. g. 5s, 1945	100½	Jan 6	100½	Jan 6	100½	Jan 6	..	..
Lake Shore & Michigan Southern—								
Detroit, Mon. & Tol. 1st 7s, 1906	121	Apr 28	121	Apr 28	121	Apr 28	..	..
Lake Shore Div. 7s, 1899	106½	Feb 11	106	Jan 14	106	Feb 15	..	..
Do., con. 1st 7s, 1900	110	Mar 9	107	Apr 5	109	May 25	..	..
Do., do., registered	109⅝	Feb 9	105½	Apr 4	107	May 23	..	..
Do., con. 2d 7s, 1903	120½	Feb 23	116½	Apr 21	118	May 13	118½	..
Do., do., registered	119½	Mar 1	119	Jan 6	119	May 13	114½	116½
Do., g. 3½s, 1997	106⅝	Jan 18	102	Apr 7	104¾	May 27	104½	104¾
Do., do., registered	108	Feb 21	103	Mar 29	103	Mar 29	..	..
Cin. & Sp. 1st gtd., L. S. & M. 7s, 1901	..	....	..	....	108¼	Dec 1, 97	..	..
Mahoning Coal R.R. 1st 5s, 1934	..	....	..	....	125	Dec 9, 97	..	..
Leh. Val. N. Y. 1st gtd. g. 4½s, 1940	104⅝	Feb 17	99	Apr 29	100⅝	May 10	100½	103
Leh. Val. Ter. Ry 1st gtd. g. 5s, 1941	112½	Feb 16	107	Apr 20	107	Apr 20	..	..
Do., do., registered	..	....	..	....	110	No 26, 97	..	..
Leh. Val. Coal Co. 1st gtd. g. 5s, 1933	92½	Mar 22	92½	Mar 22	92½	Mar 22	..	..
Leh. & N. Y. 1st gtd. g. 4s, 1945	92	Feb 18	92	Feb 18	92	Feb 23	..	..
El., Cor. & Nor. g. 1st pf. 6s, 1914	..	....	..	....	99½	Feb., 93	..	..
Do., g. gtd. 5s, 1914	..	....	..	....	101	Sep 16, 97	..	..
Litch., Car. & W. 1st g. 6s, 1916	..	....	..	....	95	Feb., 93	..	..
L., R. & M. Tr.Co. cts. for 1st g. 5s, 1937	..	....	..	....	25	Apr., 96	..	..
Long Island 1st con. g. 5s, 1931	120	Feb 2	117	May 13	117	May 13	115	120
Do., gen. g. 4s, 1938	89	Feb 28	85¼	Jan 12	89	May 27	..	..
Do., ferry g. 4½s, 1922	90	Jan 31	86¾	Apr 1	86¾	Apr 6	..	..
N. Y. & Rockaway B. 1st g. 5s, 1927	..	....	..	....	100	My 25, 97	..	..
Do., 2d income, 1927	..	....	..	....	40	Mar., 96	..	..
N. Y., B. & Man. B. 1st con. g. 5s, 1935	..	....	..	....	107½	De 15, 97	..	..
L. I., N. Sh. 1st con. gtd. g. 5s, 1932	..	....	..	....	103½	June, 95	..	..
L. E. & St. L. 1st con. g. 3s, 1939, t. r.	33	Feb 18	32	Jan 6	33	Feb 18	..	..

	Range for Year 1898.							
	Highest.		Lowest.		Last Sale.		Bid.	As'd.
Do., gen. g. 4s, 1943	..	....	..	....	9½	Au 21, 97	..	..
Louisv. & Nashv., Cecilian Br. 7s, 1907	..	....	..	....	106	No 11, 97	102	..
Do., N. O. & Mobile 1st g. 6s, 1930	123¼	May 26	120⅝	Jan 6	123¼	May 26	123½	125
Do., do., 2d g. 6s, 1930	107½	Feb 2	107½	Feb 2	107½	Feb 3	..	..
Do., E. H. & Nashville 1st g.6s,1919	117	Feb 9	113	Mar 29	113	Apr 5	117½	..
Do., gen. g. 6s, 1930	120½	May 27	116½	Apr 21	120½	May 27	120	..
Do., Pensacola Div. g. 6s,1920	..	....	..	....	103½	Sep 24,97	..	..
Do., St. Louis Div. 1st g. 6s, 1921	..	....	..	....	121	Jly 12,97	..	..
Do., do., 2d g. 3s, 1980	..	....	..	....	67	May, 95	..	..
Do., Nashville & Dec. 1st 7s, 1900	..	....	..	....	110	De 23, 97	..	..
Do., sk. fd. (S. & N. Ala.) g. 6s,1910	..	....	..	....	94¼	Jan., 92	..	..
Do., gold 5s, 1937	104½	Feb 8	100½	May 6	103	May 19	..	..
Do., unified g. 4s, 1940	91½	Feb 11	83	Apr 25	90	May 27	89	89¼
Do., Pens. & Atl. 1st gtd. g. 6s,1921	109	Jan 8	99	Apr 21	100	May 13	101	..
Do., collateral trust g. 5s, 1931	108¾	Feb 24	101½	Apr 6	102¾	May 12	..	..
Do., Mob. & Mont. 1st g. 4½s, 1945	108	May 5	108	May 5	108	May 5	108	..
N., F. & S. 1st gtd. g. 5s, 1937	95	Feb 9	87½	Apr 5	92	May 27	90	..
South & North A. con. gtd. g.5s,1936	98½	May 28	94	Feb 5	98½	May 28	..	..
Kentucky Central g. 4s, 1978	91	Feb 14	85	Apr 12	85	Apr 12	..	90
Louis. Railway Co. 1st con. g.5s,1930	109	Mar 19	103	Mar 9	109	Mar 19	..	..
L. & N. L., C. & Lex. g. 4½s, 1931	103	Jan 18	103	Jan 18	103	Jan 18	109	..
Manhattan R'way con. g. 4s, 1990	98½	Jan 13	90	Apr 23	93⅛	May 27	93¾	..
Met. Elevated 1st g. 6s, 1908	119½	Feb 8	114⅛	Apr 6	118¾	May 27	118¾	119¼
Do., 2d 6s, 1899	105	Jan 26	101	May 5	102½	May 21	..	..
Metro. St. Ry gen. cl. tr. g. 5s, 1997	116¼	Jan 14	108¼	Apr 28	113	May 27	..	..
B'way & 7th Av. 1st con. g. 5s, 1943	122½	Jan 14	114½	Apr 25	120	May 19	..	..
Col. & 9th Av. 1st gtd. g. 5s, 1993	123¼	Jan 14	116	Apr 21	117¾	May 28	117½	118
Lex. Av. & Pav. F. 1st gtd. g.5s,1993	123¼	Jan 12	117	Mar 12	118¼	May 28	118¼	..
Mexican Central con. g. 4s, 1911	66	Feb 10	63	Apr 25	63	Apr 25	..	..
Do., 1st con. income g. 3s, 1939	..	....	..	....	39	Apr., 90	..	..
Do., 2d con. income g. 3s, 1939	..	....	..	....	11⅛	Sep 16,96	..	..
Mexican Inter. 1st con. g. 4s, 1977	76	May 9	70⅝	Feb 10	73¼	May 27	..	..
Mexican National 1st g. 6s, 1927	..	....	..	....	90	Mar., 96	..	..
Do., 2d income g. 6s, A, 1917	..	....	..	....	42⅝	No 12, 96	..	..
Do., 2d income g. 6s, B, 1917	..	....	..	....	13	Jly 9, 97	..	..
Mexican Northern 1st g. 6s, 1910	..	....	..	....	100	Jan 30,97	..	..
Michigan Central 1st con. 7s, 1902	123	Jan 28	110	May 16	110	May 25	..	..
Do., 1st con. 5s, 1902	106⅝	Feb 1	102½	May 25	102½	May 25	..	..
Do., 6s, 1909	122	Feb 25	122	Feb 25	122	Feb 25	..	..
Do., 5s, 1931	127	Jan 10	121	Apr 26	121	Apr 26	..	..
Do., do., registered	125½	Jan 20	125½	Jan 20	125½	Jan 20	..	..
Do., 4s, 1940	106	Feb 25	106	Feb 25	106	Feb 25	..	..
Minneapolis & St. Louis 1st g. 7s, 1927	..	....	..	....	143	Jly 22, 97	142	..
Do., 1st con. g. 5s, 1934	106¼	Feb 1	100½	Apr 26	106	May 28	..	..
Do., Iowa ext. 1st g. 7s, 1909	..	....	..	....	127	No 22, 97	..	..
Do., Southwest. ext. 1st g. 7s, 1910	..	....	..	....	129	May, 96	..	..
Do., Pacific ext. 1st g. 6s, 1921	..	....	..	....	121¼	Au 31, 97	..	..
Mo., K. & T. 1st g. 4s, 1990	91⅜	Feb 4	82¾	Apr 25	89¾	May 28	89¾	90
Do., 2d g. 4s, 1990	67½	Jan 27	57	Mar 25	61¾	May 28	61¾	62¼
Do., 1st ext. g. 5s, 1944	83¾	Jan 28	83¾	Jan 28	83¾	Jan 28	..	..
Mo., K. & T. of T. 1st gtd. g. 5s, 1942	85½	Feb 18	80	Mar 12	82¼	May 13	..	..
Kansas City & Pac. 1st g. 4s, 1990	74½	May 5	71	Jan 4	73	May 12	..	..
Dallas & Waco 1st gtd. g. 5s, 1940	84¼	Feb 18	75	Apr 25	80	May 13	..	..
Mo., K. & East. 1st gtd. g. 5s, 1942	99½	Feb 14	93½	Apr 1	95	May 20	..	..
Missouri Pacific 1st con. g. 6s, 1920	100⅛	Feb 15	93	Mar 26	99⅝	May 28	99½	99¾
Do., 3d 7s, 1906	109	Jan 22	103¼	Apr 26	108¼	May 24	108	..
Do., trust g. 5s, 1917	79½	Feb 8	65½	Jan 19	77	May 28	76½	77
Do., 1st col. g. 5s, 1920	72	Feb 4	60	Apr 28	71¼	May 28	70	72
Pacific R. of Mo. 1st ext. g. 4s, 1938	106	Jan 31	100	May 3	103¼	May 27	..	..
Do., 2d extended g. 5s, 1938	106½	Feb 3	106½	Feb 3	106½	Feb 3	105½	..
St. L. & I. Mt. 1st ext. 4½s, 1947	110½	Jan 7	107½	Feb 7	108	May 28	107½	..
Do., 2d ext. gold 5s, 1946	105	Feb 23	102½	May 5	104	May 24	..	..
Do., Arkans. Br. ext. g. 5s, 1935	108	Feb 8	102	Mar 26	104¼	Apr 25	..	..
Do., gen. con. ry. & l. grt. g.5s,1931	95	May 28	86	Apr 6	95	May 28	94	95
Do., gen. con. stpd. gtd. g. 5s, 1931	93½	May 19	86	Feb 26	93	May 24	..	..
Mobile & Ohio new g. 6s, 1927	123	Feb 7	118½	May 24	118½	May 24	..	..
Do., 1st extension g. 6s, 1927	..	....	..	....	119	Dec 6, 97	..	122½
Do., gen. g. 4s, 1938	80½	Feb 5	70	Apr 26	78	May 27	..	78½
Montgomery Div. 1st g. 5s, 1947	97½	May 27	97½	May 27	97½	May 28	..	..
St. Louis & Cairo gtd. g. 4s, 1931	..	....	..	....	84	April, 96	..	..
Nash., Chat. & St. L. 1st 7s, 1913	131½	May 23	128	Apr 4	131⅜	May 24	..	..
Do., 2d 6s, 1901	..	....	..	....	105⅝	De 17, 97	..	..
Do., 1st con. g. 5s, 1928	105	Feb 10	100	Apr 8	102	May 26	..	..
Do., 1st 6s, McM., M. W. & Al.,1917	..	....	..	....	108	Mar., 96	..	..
No. O. & N. East. pr. lien 6s, 1915	..	....	..	....	108½	Aug., 94	..	..
N. Y. Cent. & H. R. 1st 7s, 1903	117⅝	May 13	113¼	Apr 21	117⅝	May 13	117⅝	..
Do., do., registered	117½	May 20	113½	Apr 20	117½	May 20	117½	..
Do., debenture 5s of 1884-1904	112	Feb 23	106	Apr 21	109⅝	May 20	109⅝	..
Do., do., registered	111⅜	Feb 8	106	Apr 1	109¼	May 17	109⅝	..
Do., reg. debenture 5s of 1889-1904	108¾	Feb 19	108½	Feb 21	108½	Feb 21	109⅝	..
Do., debenture g. 4s, 1890-1905	105	Feb 9	102	Apr 9	105	May 18	105½	..
Do., do., registered	104⅜	Feb 5	104⅜	Feb 5	104⅜	Feb 5	103½	..
Do., deb. certs., ext. g. 4s, 1905	105	Feb 8	100½	May 6	102⅝	May 12	103½	..
Do., registered	105	Feb 7	104	Mar 26	104	Mar 26	103½	..
West Shore 1st 4s, gtd., 2361	110½	Feb 17	102¾	Apr 25	108	May 28	107½	108½
Do., registered	110	Feb 7	101½	Apr 26	107½	May 25	..	..
Beech Creek 1st gtd. g. 4s, 1936	..	....	..	....	108½	No 16, 97	..	..
Clearf. Bit. Coal gtd. g.4s,Ser.A,1940	..	....	..	....	86	No 15, 97	..	..
Do., do., registered	..	....	..	....	104	Jly 24, 97	..	..
Harlem 1st 7s, 1900	109¼	Feb 3	107½	May 25	107½	May 25	107½	..
Do., do., registered	109⅛	Jan 27	109⅛	Jan 27	109⅛	Jan 27	..	..
N. Jersey Junc. R. gtd. 1st 4s, 1986	..	....	..	....	103	May 7,97	..	..
Rome, W. & O. con. 1st ext. 5s, 1922	123	Jan 24	119½	May 12	121	May 25	121⅛	..
Do., Ter. R. 1st gtd. 5s, 1918	..	....	..	....	109	Jan., 97	..	..
Oswego & Rome 2d gtd. g. 5s, 1915	..	....	..	....	110	Oct., 94	..	..
Utica & B. Riv. gtd. g. 4s, 1922	..	....	..	....	107½	Oct 14,97	..	..
Mohawk & Malone 1st gtd. g. 4s,1991	..	....	..	....	100	Mar., 96	..	..
New York & Northern 1st g. 5s, 1927	126	Feb 14	126	Feb 14	126	Feb 14	..	..
N. Y., Chi. & St. Louis 1st g. 4s, 1937	107½	Jan 12	100	Apr 21	104	May 26	..	104
Do., do., registered	..	....	..	....	103	No 4, 97	..	..
N.Y., N.H. & H. 1st registered 4s, 1903	..	....	..	....	104½	Oct 7, 97	..	..
Do., con. deb. certs., $1,000	152	May 26	145	Jan 6	152	May 26	..	..
Do., do., small certs., $100	146	Jan 6	145	Jan 6	145	May 10	..	..
Housatonic con. g. 5s, 1937	..	....	..	....	123	Jne 16,97	120	..
New Haven & Derby con. 5s, 1918	..	....	..	....	125½	Feb 6, 97	..	..
N. Y. & N. England 1st 7s, 1905	119	Feb 11	119	Feb 11	119	Feb 11	..	..
Do., 1st 6s, 1905	..	....	..	....	114	My 27,97	..	..
N. Y., Ont. & Wn. con. 1st g. 5s, 1939	108½	May 18	106	Mar 7	108½	May 19	..	..
Do., refunding 1st g. 4s, 1992	102¼	Feb 11	96	Mar 16	98½	May 26	98½	..
Nor. Pac. 1st g. 6s, 1921	119½	Feb 9	112	Mar 25	116½	May 25	116	116½
Do., do., registered	119	Feb 11	112	Mar 28	115	May 3	..	..
St. Paul & Nor. Pac. gen. g. 6s, 1923	126	May 10	126	May 10	126	May 10	121	..
Do., do., registered certificates	..	....	..	....	126	No 8, 97	..	..
Nor. Pac. Ry pr. lien 4s, 1997	97¾	Feb 11	90¼	Apr 21	95⅝	May 28	95⅝	95¾
Do., registered	97½	Feb 7	93	Apr 6	93½	May 5	..	..
Do., gen. lien. g. 3s, 2047	63½	Jan 31	57	Apr 21	60⅝	May 27	60⅝	61
Nor. Pac. Terminal Co. 1st g. 6s, 1933	110½	May 16	104	Jan 5	110½	May 18	..	..
Norfolk & Southern 1st g. 5s, 1941	105	Mar 5	105	Mar 5	105	Mar 5	102	..
Norfolk & West. RR. gen. g. 6s, 1931	125½	Jan 17	120	Mar 15	120	Mar 17	..	..
Do., New River 1st g. 6s, 1932	118	Mar 17	118	Mar 17	118	Mar 17	..	..
Do., improve. and ext. g. 6s, 1934	119⅝	Jan 20	117	Feb 9	117	Feb 10	..	..
Col., Con. & Ter. 1st gtd. g. 5s, 1922	..	....	..	....	101	Fe 23, 97	..	..
Scioto V. & N. E. 1st gtd. g. 5s, 1989	87½	Feb 8	82	Apr 14	86	May 25	..	..
Nor. & West. Ry 1st con. g. 4s, 1996	85	Feb 8	74¾	Apr 21	80⅝	May 28	80	80¼
Ogden. & L. Cham. 1st con.6s,1920	..	....	..	....	94	April, 96	..	..
Do., do., small	..	....	..	....	82	Feb., 87	..	..
Ohio River Railroad 1st g. 5s, 1936	102¼	Jan 26	102	Jan 12	102¼	Jan 26	..	..
Do., gen. g. 5s, 1937	..	....	..	....	85	De 16, 97	85	..
Ohio Southern 1st g. 6s, 1921	84⅝	Feb 21	80	Jan 13	84½	Feb 21	..	..
Do., gen. g. 4s, 1921	15	Jan 20	10½	Jan 7	14½	Feb 11	..	..
Do., do., eng. Trust Co. certs	14⅝	Jan 20	10	Mar 31	10	Mar 31	..	..
Omaha & St. Louis 1st g. 4s, 1901	82	Jan 3	76	May 6	76	May 20	..	..
Oreg. Imp. Co. 1st g. 6s, 1910	..	....	..	....	108	Sep 21,97	..	..
Do., en. Trust Co. certs. of deposit	112⅝	Feb 8	100¼	Apr 25	110	May 26	109	110
Do., cons. 5s, tr. r., all in. paid	62½	Feb 15	49⅝	Apr 28	60	May 28	58½	59
Ore. R. & N. 1st sk. fd. g. 6s, 1909	115	Jan 26	111	Apr 20	113½	May 12	..	..
Ore. R. R. & N. Co. con. g. 4s, 1946	97	Feb 7	89	Apr 26	96	May 28	..	..
Oregon Short Line 1st g. 6s, 1922	127½	Jan 29	118	Apr 16	124	May 27	123⅝	..
Utah & Northern 1st 7s, 1908	..	....	..	....	120	De 13, 97	118	..
Do., g. 5s, 1926	..	....	..	....	102	My 24,97	100	..
Ore. Short Line 1st con. g. 5s, 1946	105½	May 27	96	Apr 27	103⅜	May 28	103	103½
Do., non-cum. inc. A 5s, 1946	69½	May 23	56	Jan 5	69¼	May 27	69	70
Do., non-cum. inc. B and col. trust	50	May 9	39	Jan 4	49	May 25	49	50
Panama sk. fund sub. g. 6s, 1910	..	....	..	....	101½	Dec., 96	..	..
Penn. Co. gtd. 1st g. 4½s, 1921	114	Jan 26	108	Apr 21	111	May 28	110½	111½
Do., do., registered	..	....	..	....	112¼	De 21, 97	..	..
P., C., C. & St.L. gtd. g.4½s,1940,Ser.A	113	Feb 8	108½	May 13	110	May 27	109½	110
Do., do., Series B, gtd., 1942	113	Jan 21	108	May 6	109⅝	May 28	109½	110
Do., do., Series C, gtd., 1942	..	....	..	....	111	Jne 17,97	..	..
Do., do., Series D, gtd. 4s, 1945	..	....	..	....	103	Oct 9, 97	..	..
Pitts., C. & St. L. 1st 7s, 1900	106⅝	Mar 1	106⅝	Mar 1	106⅝	Mar 1	..	..
Do., do., registered	..	....	..	....	109½	Ap 23, 97	..	..
Pitts., Ft. W. & C. 1st 7s, 1912	140⅝	Jan 25	140	Jan 10	140⅝	Jan 25	..	..
Do., 2d 7s, 1912	140	Jan 4	140	Jan 4	140	May 9	..	..
Do., 3d 7s, 1912	..	....	..	....	126	Aug., 96	..	..
C., St. L. & P. 1st con. g. 5s, 1932	..	....	..	....	110⅝	Jly 8, 97	..	..
Clev. & Pitts. con. sink. fd. 7s, 1900	109	Apr 19	107	May 25	107	May 25	..	..
Do., gen. gtd. g. 4½s, Series A,1942	..	....	..	....	113½	April, 96	..	..
Gd. R. & I. ext. 1st gtd. g. 4½s, 1941	..	....	..	....	110	Jne 27,96	..	..
Allegh. Val. gen. g. 4s, 1942	..	....	..	....	102	No 10, 97	..	..
Penn. R.R. Co. 1st real est. g. 4s, 1923	..	....	..	....	108	My 12,97	..	..
U. N. J. R. & Can. Co. gen. 4s, 1944	115½	Feb 14	115½	Feb 14	115¼	Feb 14	..	..
Peo., Dec. & Ev. 1st g. 6s, 1920, tr. r.	100½	Mar 3	95	Apr 12	98	May 20	90	98
Do., Evans. Div. 1st g. 6s, 1920	..	....	..	....	109	De 23, 97	..	..
Do., do., en. Trust Co. certs	96	Feb 15	96	Feb 15	96	May 28	94	96
Do., Trust Co. cts. for 2d g. 5s,1926	17	May 23	15	May 19	17	May 23	..	..
Peoria & Pekin Union 1st g. 6s, 1921	120	Apr 22	120	Apr 22	120	May 11	120	123
Do., 2d g. 4½s, 1921	86½	Feb 23	85½	May 23	85½	May 23	..	..
Pine Creek registered gtd. 6s, 1932	..	....	..	....	137	No 17, 97	..	..
Pitts., Clev. & Tol. 1st g. 6s, 1922	..	....	..	....	109½	April, 96	..	..
Pitts. Junc. 1st g. 6s, 1922	..	....	..	....	124	Mar., 96	..	..
Pitts. & L. E. 2d g. 5s, Ser. A & B,1928	..	....	..	....	114	Mar., [illegible]	..	..
Pitts. McK. & Yough. 1st gtd. 6s, 1932	..	....	..	....	127	Mar., [illegible]	..	..
Pitts., Painv. & Fairpt. 1st g. 5s, 1916	..	....	..	....	[illegible]	April, 96	..	..
Pitts., Shen. & L. Erie 1st g. 5s, 1940	109	Feb 14	104	Apr 2	105½	May 18	105⅝	..
Do., 1st cons. g. 5s, 1943	..	....	..	....	98	Jly 14,97	..	..
Pitts. & West. 1st g. 4s, 1917	[illegible]	Feb 9	[illegible]	Apr [illegible]	[illegible]	May 27	[illegible]	[illegible]
Do., g. 5s, 1891-1941	..	....	..	....	[illegible]	Mar 1,97	[illegible]	..
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

	Range for Year 1898.							
	Highest.		Lowest.		Last Sale.		Bid.	As'd.
St. Jo. & Gr. Isl. 1st g. 2-3-4s, 1947	76	Feb 18	68¼	Apr 29	75¼	May 28	74½	..
St. L. & S. F. 2d g. 6s, Class A,1906	116¼	Feb 15	111	May 2	111	May 5	113	114½
Do., 2d g. 6s, Class B, 1906	116¼	Feb 17	111⅛	May 6	114	May 27	113	114½
Do., 2d g. 6s, Class C, 1906	116½	Feb 23	114	Mar 30	113	May 24	113	114½
Do., 1st g. 6s, Pierce C. & O., 1919	..	....	..	....	113¼	July, 96	..	..
Do., gen. g. 6s, 1931	119⅝	Feb 5	114	Apr 20	118½	May 28	118	118½
Do., gen. g. 5s, 1931	105½	Feb 8	98½	Apr 25	103⅛	May 27	103¾	104
Do., 1st trust g. 5s, 1987	97¼	Feb 15	92½	Apr 14	92½	Apr 14	..	..
Ft. Smith & Van B. Bdg. 1st 6s, 1910	..	....	..	....	105	Oct 4, 97	..	..
St. L. & San Fran. R. R. g. 4s, 1996	77	Feb 7	69	Apr 26	77	May 27	76⅝	76¾
St. L. & San Fran., S. W. Div. 5s, 1947	96	Feb 15	90	Apr 6	93	May 27	..	..
St. Louis Southwest. 4s, cts., 1989	76⅝	Feb 8	70	Apr 26	72⅝	May 27	72	72⅝
Do., 2d g. 4s, inc. bond cts., 1989	30¾	May 11	25	Mar 25	29½	May 27	29	30
St. Paul City Ry Cable con. g. 5s, 1937	..	....	..	....	90	No 8, 97	..	..
St. Paul & Duluth 1st 5s, 1931	117	Mar 7	115	Mar 12	117	Mar 14	..	..
Do., 2d 5s, 1917	109	Feb 16	107¾	Jan 4	109	Feb 21	..	..
St. Paul, M. & M. 2d 6s, 1909	122¾	Jan 28	122¾	Jan 7	122¾	Jan 29	115	..
Do., Dakota exten. g. 6s, 1910	122	Jan 20	118½	Mar 25	118½	Mar 25	118	..
Do., 1st con. g. 6s, 1933	129	Feb 24	128	Jan 5	128	Feb 26	128	..
Do., do., registered	..	....	..	....	119¾	Sept., 96	..	..
Do., do., reduced to g. 4½s	108¼	Feb 15	105½	May 10	106⅝	May 27	106⅝	..
Do., do., registered	..	....	..	....	106½	Ma 29,97	..	..
Do., Montana exten. 1st g. 4s, 1937	100½	Mar 4	94½	Jan 10	97	May 20	97	..
Do., do., registered	96	Feb 19	96	Feb 19	96	Feb 19	..	..
Minneapolis Union 1st g. 6s, 1922	122½	Jan 13	122½	Jan 13	122½	Jan 13	120	..
Montana Central 1st gtd. g. 6s, 1937	130	Feb 4	118½	Apr 19	124	May 20	126	..
Do., do., registered	..	....	..	....	115	Ap 24, 97	..	..
Do., 1st gtd. g. 5s, 1937	109½	Mar 18	107	Apr 29	109½	May 24	109½	111
Eastern Minn. Div. 1st g. 5s, 1908	108½	Jan 14	105½	Apr 12	105½	Apr 12	104½	108½
Wilmar & Sioux Falls 1st g. 5s, 1938	..	....	..	....	111	No 23, 97	..	..
Do., do., registered	..	....	..	....	115	Ap 24, 96	..	..
San F. & N. P. 1st s. f. g. 5s, 1919	..	....	..	....	100½	Oct 20,97	..	..
Sav., Flor. & W. 1st con. g. 6s, 1934	..	....	..	....	114	Jan 25,97	..	..
Do., 1st g. 5s, 1934	..	....	..	....	104½	Oct 18,97	..	..
Seaboard & Roanoke 1st 5s, 1926	104¾	Feb 5	104¾	Feb 5	104¾	Feb 5	..	..
Seat., L. S. & E. 1st g. 6s, 1931,ass. pd.	80	Jan 21	42	Jan 6	80	Jan 25	..	..
South Carolina & Ga. 1st g. 5s, 1919	98	Feb 8	92	Apr 29	95	May 24	93	94
Southern Pacific Co.—								
Gal., Harris. & S. A. 1st g. 6s, 1910	107	Jan 20	107	Jan 20	107	Jan 20	..	..
Do., 2d g. 7s, 1905	105½	May 17	100	Jan 17	105½	May 17	..	..
Do., Mex. & Pac. Div. 1st g.5s,1931	96½	Apr 16	92	Jan 4	93	May 27	..	..
Hous. & Tex. C. 1st, W. & N. 7s,1903	..	....	..	....	102	Nov., 94	125	..
Do., 1st g. 5s, interest gtd., 1937	110¾	May 27	107½	May 25	110¾	May 27	..	..
Do., con. g. 6s, interest gtd., 1912	107	Mar 18	105	May 11	105	May 11	..	..
Do., gen. g. 4s, interest gtd., 1921	81	May 27	76¾	Apr 2	81	May 27	..	..
Morgan's La. & Tex. 1st g. 6s, 1920	..	....	..	....	114	No 17, 97	119	..
Do., 1st 7s, 1918	127	Feb 26	127	Feb 26	127	Apr 30	128	..
Ore. & Cal. 1st gtd. g. 5s, 1927	75	Jan 6	75	Jan 6	75	Jan 6	..	..
San. An. & Ar. P. 1st gtd. g. 4s, 1943	62½	Jan 21	55½	Apr 25	61½	May 28	61	..
Texas & New Orleans 1st 7s, 1905	110	Mar 17	110	Mar 17	110	Mar 17	..	..
Do., Sabine Div. 1st g. 6s, 1912	..	....	..	....	106¼	No 17, 97	..	..
Do., con. g. 5s, 1943	98¾	Feb 21	96½	Jan 3	98¼	May 28	..	..
So. Pac. of Ari. gtd. 1st g. 6s, 1909-10	105	May 19	100¼	Jan 4	105	May 25	..	..
So. Pac. of Cal. 1st g. 6s, 1905-12	110	Jan 24	106⅝	May 20	106⅝	May 20	..	..
Do., do., 1st con. gtd. g. 5s, 1937	97	Feb 19	92½	Jan 6	96½	May 28	..	..
Austin & Northw. 1st gtd. g. 5s, 1941	87½	Jan 15	82	Apr 21	83¼	May 27	81	85
So. Pac. of N. M. 1st g. 6s, 1911	108½	Feb 17	105½	Jan 5	107½	May 24	..	..
Southern Rway 1st con. g. 5s, 1994	94½	Feb 10	87	Apr 28	93	May 28	92⅞	93
East Tenn. reor. lien g. 4-5s, 1938	100	Feb 8	96	Jan 19	100	Feb 16	..	..
Alabama Cent. R. 1st g. 6s, 1918	..	....	..	....	112¼	Au 17, 97	..	..
Colum. & Greenville 1st g. 5-6s, 1916	..	....	..	....	119	De 22, 97	..	..
East Tenn., Va. & Ga. 1st 7s, 1900	107	Jan 31	106¼	Mar 16	106¼	Mar 16	106	109
Do., divisional g. 5s, 1930	115	Feb 10	112½	Feb 28	114	May 27	..	..
Do., con. 1st g. 5s, 1956	111½	Feb 9	107	Apr 16	109	May 27	..	..
Georgia Pac. Ry 1st g. 5-6s, 1922	121	Feb 17	118	Apr 13	121	May 26	..	..
Knoxville & Ohio 1st g. 6s, 1925	117⅛	Feb 18	112	Apr 28	116	May 25	..	..
Richmond & Danville con. g. 6s, 1915	125	Feb 14	118	Apr 16	118	Apr 16	..	..
Do., equipment sink. fd. g. 5s, 1909	..	....	..	....	101	No 22, 97	..	..
Do., deb. 5s, stamped, 1927	105	Feb 19	95	May 3	95	May 3	..	..
Va. Midland gen. 5s, 1936	105½	Feb 26	100	Mar 24	102⅛	Apr 14	105	..
Do., do., gtd., stamped, 1936	105½	Feb 21	102	Apr 14	102	Apr 14	105	..
Wash., Ohio & W. 1st cy. gtd.4s,1924	..	....	..	....	84	Au 10, 97	..	..
West. No. Car. 1st con. g. 6s, 1914	116½	Jan 11	110½	Apr 22	113	May 9	..	..
Term. Ass. of St. L. 1st g. 4½s, 1939	110½	Feb 19	109	May 18	109	May 18	..	..
Do., 1st con. g. 5s, 1894-1944	109¼	Jan 12	105½	Apr 14	107	May 21	..	..
St. L. Mhts.' Bge. Ter. gtd. g. 5s,1930	..	....	..	....	103	Oct 27,97	..	..
Tex. & Pac. Ry, E. Div. 1st g. 6s, 1905	110½	Feb 14	109	Jan 18	110½	Feb 14	..	..
Do., 1st g. 5s, 2000	105	May 27	96½	Mar 12	105	May 28	105	..
Do., 2d g. income 5s, 2000	35¼	May 28	28	Jan 4	35	May 28	35	35¼
Third Avenue 1st g. 5s, 1937	124	Feb 21	117¼	Apr 26	120	May 18	..	..
Toledo & Ohio Central 1st g. 5s, 1935	104¾	Feb 18	102½	Jan 3	104	Apr 28	..	..
Do., Western Div. 1st g. 5s, 1935	103½	Jan 7	102½	Jan 3	103½	Jan 21	100	..
Kanawha & Mich. 1st gtd. g. 4s, 1990	82½	Feb 23	76	May 26	76	May 26	..	..
Toledo, Peo. & W. 1st g. 4s, 1917	72½	Jan 7	69¼	Mar 22	72	May 10	70	72½
Tol., St. L. & K. C. 1st g. 6s, 1916, t. r.	90	Jan 10	85½	Apr 4	88	May 27	..	88
Ulster & Delaware 1st c. g. 5s, 1928	104	Jan 7	98¾	Apr 11	101	May 10	..	..
U. P. RR. & ld. grt. g. 4s, 1947	95⅛	Feb 8	88½	Apr 21	94⅛	May 28	93⅞	94⅛
Do., Tr. Co. cts. g. 4½s, 1918	51	Feb 28	44	Apr 22	48	May 28	..	..
Kansas Pacific 1st g. 6s, 1896	..	....	..	....	114	Sep 29,97	..	..
U. P., D. & G. t. r., 1st con. g. 5s, 1939	59	Mar 1	48½	Jan 6	57¾	May 28	57¾	57⅞
Wabash Railroad Co. 1st g. 5s, 1939	110	Feb 11	104½	Mar 12	108	May 27	107⅞	108
Do., 2d g. 5s, 1939	82½	May 27	74½	Mar 24	82¾	May 28	82	..
Do., deb., Series B, 1939	29½	Jan 12	21	Apr 27	28¾	May 28	..	..
Do., 1st g. 5s, Det. & Chi. ext., 1941	104½	Feb 11	97	Apr 19	103¼	May 28	..	..
St. L., K.C. & N.St.C.B.,1st g.6s,1908	110	Jan 5	108½	Mar 12	108½	Mar 12	..	..
West. N. Y. & Penn. 1st g. 5s, 1937	108½	Jan 21	108	Apr 25	108	May 20	..	..
Do., gen. g. 3-4s, 1943	55	Feb 7	47¼	Apr 26	52½	May 10	..	..
Do., inc. 5s, 1943	16	Feb 7	10	Jan 7	13	May 19	..	15
West Chi. St. 40-yr con. 5s, 1936	..	....	..	....	99	De 28,97	..	..
West Va. Cent. & Pitts. 1st g. 6s, 1911	..	....	..	....	107¼	Oct 21,97	..	..
Wheel. & L. E. 1st g. 5s, 1926	101½	Feb 16	100¼	Jan 11	101½	Mar 7	..	..
Do., 1st g. 5s, 1926, trust receipts	103	Mar 1	100	Mar 18	100	Mar 18	..	..
Do., Wheel. Div. 1st g. 5s, 1928	90	Mar 18	90	Mar 18	90	May 26	..	..
Do., exten. & imp. g. 5s, 1930	92½	Mar 11	92½	Mar 11	92½	Mar 11	..	..
Do., con. g. 4s, 1992	..	....	..	....	62¾	July, 96	..	..
Wisconsin Cen. Co. 1st tr. g. 5s, 1937	..	....	..	....	34	No 16, 97	..	..
Do., eng. Trust Co. cts	47½	Jan 18	33½	Jan 3	42½	May 28	..	..
Do., income g. 5s, 1937	7½	Jan 17	5	Jan 14	6½	Jan 19	..	..

MISCELLANEOUS BONDS.

	Range for Year 1898.							
	Highest.		Lowest.		Last Sale.		Bid.	As'd.
American Cotton Oil deb. g. 8s, 1900	109	Jan 10	102½	Mar 14	105	May 27	..	..
American Spts. Mfg. Co. 1st g. 6s, 1915	77	Feb 14	64	Mar 14	77	May 17	75	80
Boston Un. Gas, tr. cts., sk.fd.g.5s,1939	91	Jan 7	90½	Jan 26	90½	Jan 26	..	..
B'klyn Union Gas Co. 1st con.g.5s,1945	114½	Feb 4	109½	Apr 27	114	May 28	..	..
B'klyn Whf. & W.H. Co. 1st g. 5s,1945	100½	Jan 28	92	Apr 23	95	May 27	..	..
Chi. Jc. & Stk. Yds. col. g. 5s, 1915	105	Jan 7	105	Jan 7	105	Jan 7	..	..
Colorado Coal & Iron 1st con. g.6s,1900	100½	Jan 25	95	Jan 6	99	May 7	99½	..
Col. Coal & Iron Dev. Co. gtd. 5s 1909	..	....	..	....	59	May, 93	..	..
Col. Fuel & Iron gen. s. f. g. 5s, 1943	84	Jan 12	80	May 9	80	May 27	..	..
Colorado Fuel Co. gen. g. 6s, 1919	104	Jan 13	100	Jan 10	104	Jan 13	..	..
Commercial Cable Co. 1st g. 4s, 2397	105½	Feb 3	101½	Apr 28	101½	Apr 28	101⅝	..
Do., registered	104	Feb 16	104	Feb 16	104	Feb 16	101⅝	..
Detroit Gas Co. 1st con. g. 5s, 1918	103	Feb 2	89	May 20	90	May 20	..	..
Detroit City Gas 5s	94	May 26	90	May 20	93½	May 27	..	..
Edison El. Ill. N. Y. 1st conv. g.5s,1910	112⅝	Feb 18	108	Apr 9	109¼	May 13	..	..
Do., 1st con. g. 5s, 1995	118¾	May 28	114½	Mar 25	118¾	May 28	117½	..
Do., Brooklyn 1st g. 5s, 1940	..	....	..	....	112½	Jly 23, 97	..	..
Eq. Gas & Fuel of N. Y., 1st	102	Feb 14	102	Feb 14	102	Feb 14	..	..
Erie Tel. & Tel. 5s	98¼	Mar 9	98¼	Mar 9	98¼	Mar 9	..	..
Gen. Electric Co. deb. g. 5s, 1922	103	May 9	96	Apr 26	103	May 17	..	..
Grand River Coal & Coke 1st g.6s,1919	..	....	..	....	95½	Jan 19,97	..	..
Hend'sn Bdge Co. 1st sk. fd. g. 6s,1931	..	....	..	....	111	Au 23,97	111	
Illinois Steel Co. deb. 5s, 1910	..	....	..	....	97	Oct., 95	..	
Do., non-conv. deb. 5s, 1913	..	....	..	....	70	Apl 23,97	..	
Jeff'sn & Clearfd. C. & Ir.1st g.5s,1926	..	....	..	....	107	My 22,97	..	
Do., 2d g. 5s, 1926	..	....	..	....	80	May 4,97	..	..
Lac. Gas L. Co. of St. L. 1st g.5s,1919	105½	Jan 31	100	Apr 18	103	May 25	102½	103¼
Madison Sq. Garden 1st g. 5s, 1919	..	....	..	....	102	Jly 8, 97	..	..
Manh. Br. H. & L. lim. gen. g. 4s,1940	..	....	..	....	55	July, 96	..	..
Mich. Penin. Car Co. 1st g. 5s, 1942	..	....	..	....	85	Jun 5,97	..	..
National Starch Mfg. Co. 1st g.6s,1920	106⅝	Feb 1	105	Jan 11	106	Mar 14	104	..
N.Y. & N.J. Telephone gen. g. 5s, 1920	..	....	..	....	105	Jne 4, 97	..	..
N. Y. & Ontario Land 1st g. 6s, 1910	..	....	..	....	92½	May, 96	..	..
Peo. Gas & C. Co. 1st gtd. g. 6s, 1904	..	....	..	....	111	No 16,97	..	..
Do., 2d gtd. g. 6s, 1904	109	Feb 4	103	Mar 29	103	Mar 29	..	..
Do., 1st con. g. 6s, 1943	120	Jan 19	116	May 26	116	May 28	..	..
Do., refunding g. 5s, 1947	..	....	..	....	..	....	104	..
Chi. Gas Lt. & Coke 1st gtd. g. 5s,1937	106¾	Jan 24	103	Mar 28	104	May 13	103	108
Con. Gas Chi. 1st gtd. g. 5s, 1936	105½	Feb 10	101	Apr 19	101	Apr 19	105	..
Eq. Gas & Fuel Chi. 1st gtd. g. 6s, 1905	108	May 10	106	May 19	106	May 19	105⅝	108
Pleasant Valley Coal 1st g. 6s, 1920	..	....	..	....	106¾	Oct., 95	..	..
Procter & Gamble 1st g. 6s, 1940	113	Apr 4	113	Apr 4	113	Apr 4	..	..
So. Yuba W. Co. of N.Y. con. g. 6s,1923	..	....	..	....	101	Feb 19,97	..	..
Stand. Rope & Tw. Co. 1st g. 6s, 1946	70	May 25	51	Mar 12	70	May 27	70	[illegible]
Do., inc. g. 5s, 1946	17	May 25	11	Mar 25	15⅝	May 27	..	..
Tenn. Coal, I. & R.T. Div. 1st g.6s,1917	[illegible]	Feb 23	79	May 9	82	May 11	[illegible]	..
Do., Birm. Div. 1st con. 6s, 1917	87	Jan 31	70	Mar 26	85	May 25	85	..
Cahaba Coal M. Co. 1st gtd.g.6s,1922	..	....	..	....	81	Nov [illegible]	..	..
De Bardeleben C. & I.Co.gtd.g.6s,1910	[illegible]	Jan [illegible]	[illegible]	Jan [illegible]	[illegible]	Jan [illegible]	..	..
U. S. Leather Co. s. f. deb. g. 6s, 1915	116	Feb 13	111½	May 5	114	May 27	114	..
Western Union deb. 7s, [illegible]	[illegible]	Feb [illegible]	[illegible]	Feb [illegible]	[illegible]	Feb [illegible]	..	..
Do., do., registered	[illegible]	Jan [illegible]	[illegible]	Mar 11	[illegible]	Mar 11	..	..
Do., debenture 7s, [illegible]	..	....	..	....	[illegible]	[illegible]	..	..
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	..
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	..

[illegible]

[illegible]

Chicago and Northwestern was first dealt in on the Stock Exchange in 1863 and in that year sold at 8 in April and advanced to 49 in December. Following are the highest and lowest prices at which the stock has sold since that time: 1864, 58, March, 24, October; 1865, 39⅝, November, 20, March; 1866, 62⅝, November, 24, April; 1867, 65¼, December, 30, April; 1868, 97⅞, October, 58¼, January; 1869, 94, May, 63, September; 1870, 85⅝, June, 67, January; 1871, 92½, April, 51½, October; 1872, 230, November, (stock cornered,) 66⅝, January; 1873, 85, February, 31½, October; 1874, 62¼, January, 34¾, July; 1875, 48⅝, January, 33⅝, October; 1876, 45¼, February, 31⅛, September; 1877, 43⅛, October, 15, October; 1878, 55¼, April, 32½, August, 1879, 94½, November, 49⅝, January; 1880, 130, November, 87⅛, July; 1881, 136, January, 117, February; 1882, 150⅝, September, 124, January; 1883, 140⅛, April, 115¼, December; 1884, 124, February, 81½, June; 1885, 115⅝, November, 84⅝, January; 1886, 120⅝, November, 104¼, May; 1887, 127⅝, June, 104¼, October; 1888, 116, September, 102⅝, April.

In 1889 the highest price was 114⅞, in September, and the lowest 102½, in March; 1890, 117, May, 98, December; 1891, 118¾, December, 102¾, July; 1892, 121⅞, March, 110⅛, December; 1893, 116⅝, February, 84⅞, July; 1894, 110⅝, June, 96¼, December; 1895, 107⅛, October, 87⅝, March; 1896, 106¾, April, 85⅛, August; 1897, 132½, September, 101¾, April; 1898, 130½, February, 113¼, March. The highest price at which the preferred stock has ever sold for a full hundred shares was 175, in March last, the same price having previously been made in August, 1882. There was also a sale in March of a small lot at 176. The lowest price made for the preferred was in April, 1877, when it sold at 37⅝.

CALENDAR FOR THE WEEK.

Monday, May 30.

Holiday—Stock Exchange closed.

Tuesday, May 31.

Amsterdam Electric Light, Heat and Power Company—Special meeting.
Chicago, Burlington and Quincy Railroad—Books open.
National Biscuit Company—Dividend payable on preferred stock.
Pennsylvania Railroad—Dividend payable.
Third Avenue Railroad—Dividend payable.

Wednesday, June 1.

Adams Express Company—Dividend payable.
American Cotton Oil Company—Dividend payable on preferred stock.
American Gas Company, Philadelphia—Dividend payable.
Bank of the Metropolis—Dividend payable.
Brooklyn Elevated Railroad—Last installment of assessment payable.
Brooklyn Union Gas Company—Dividend payable.
Canada Southern Railroad—Annual meeting.
Central Massachusetts Railroad—Dividend payable on preferred stock.
Chicago and Alton Railroad—Dividend payable on common and preferred stock.
Chicago Great Western Railroad—Annual meeting.
Cleveland and Pittsburg Railroad—Dividend payable.
Consolidated Gas Company, Baltimore—Dividend payable.
Glucose Sugar Refining—Dividend payable on preferred stock.
Henry R. Worthington Company—Dividend payable.
National Biscuit Company—Books open.
Procter and Gamble Company—Extra dividend payable on common.
Quincy Mining Company—Annual meeting.
Third Avenue Railroad—Books open.
Troy City Street Railway—Dividend payable.
Victor Gold Mining Company—Dividend payable.
Welsbach Commercial Company—Books close.

Thursday, June 2.

Adams Express Company—Books open.
American Cotton Oil Company—Books open.
Chicago and Alton Railroad—Books open.
Chicago and Northwestern Railroad—Annual meeting.
Cleveland and Pittsburg Railroad—Books open.
Consolidated Gas Company, Baltimore—Books open.
Consolidated Gas Company, New York—Books close.
Edison Electric Illuminating Company of Brooklyn—Special meeting.
German-American Real Estate Title Guarantee Company—Annual meeting.
Henry R. Worthington Company—Books open.
Mexican Northern Railroad—Dividend payable.
Pacific Mail Steamship Company—Dividend payable.
Procter & Gamble Company—Books open.
Troy City Railway—Books open.
Tamarack Mining—Books close.
Victor Gold Mining Company—Books open.

Friday, June 3.

Canada Southern Railroad—Books open.
Chicago and Northwestern Railroad—Books open.
Northern Pacific Railway—Dividend payable on preferred.
Pacific Mail Steamship Company—Books open.

Saturday, June 4.

American Express Company—Books close.
Boston and Albany Railroad—Books close.
Chicago, St. Paul, Minneapolis and Omaha Railroad—Annual meeting.
Diamond Match Company—Books close.

BULLION STATISTICS.

Silver bullion certificates were last quoted on the Stock Exchange at 58¼@58¾. No sales.

Bar silver in London, 26⅛d per ounce.

Commercial price of bar silver, 57⅛c per ounce. Mexican silver dollars quoted at 45¼c.

The Mercantile Safe Deposit Company holds 251,626.64 ounces of silver bullion.

[illegible]

Street Railways.

	Bid.	Asked.
Atlantic Avenue gen. m. 5s	[illegible]	[illegible]
Atlantic Avenue con. m. 5s	[illegible]	[illegible]
Atlantic Avenue imp. 5s	[illegible]	..
Bleecker St. & F'lton F'y stock	[illegible]	[illegible]
Bleecker St. & F. Ferry 1st 7s	[illegible]	107
Broadway & Seventh Avenue	[illegible]	[illegible]
Broadway & Seventh Av. 1st	[illegible]	110
Broadway & Seventh Av. 2d	[illegible]	119
Broadway Surface 1st 5s	115	117
Broadway Surface 2d	105	107
Brooklyn, Bath & W. E. 5s	85	87
Brooklyn City R. R. 1st m. 5s	113	116
Brooklyn City Railroad	205	207
B'klyn City & Newtown stock	[illegible]	[illegible]
B'kln City & Newtown 1st 5s	113	116
Brooklyn El. t. r., 2d ass't pd.	15½	16
B'klyn, Queens Co. & Sub'n 5s	103	106
Buffalo Crosstown 5s	107	109
Buffalo Street Ry. stock	78½	81¼
Buffalo Street Ry. 1st consols	109	111
Central Cross-Town	240	..
Central Cross-Town 1st 6s	115	..
Central Park, N. & E. River	177	185
Central Park, N. & E. River 7s	110	112
Christopher & Tenth Street	155	165
Christopher & Tenth Street 1st	100½	104
Citizens' Ry. (Indianapolis) 5s	75	80
Cleveland City Railway	55	60
Cleveland Cable 1st 5s	103	104½
Cleveland Electric Railway	55	61
Cleveland Electric con. 5s	104	106
Coney Island & Brook. stock	195	205
Coney Island & B'klyn 1st 5s	103	105
C. I. & B'klyn 5 per cent. ctfs.	101	..
Columbus (Ohio) stock	45	50
Columbus (Ohio) cons. 5s	97	100
Columbus Cross-Town 1st 5s	96	98
D. D., E. B'way & B. stock	175	195
D. D., E. B'way & B. 1st 5s	114	117
D. D., E. B'y & B. 5 p. c. scrip	100	103
Eighth Avenue	300	325
Eighth Av. 6 per cent. scrip	105	109
42d St. & Grand Street	325	..
42d St., Man. & St. Nich. Av.	60	64
42d St., Man. & St. N. Av. 1st	113	116
42d St., Man. & St. Nich. Av. 2d.	90	93
Kings County Elevated	1	2
Louisville St. Ry. com.	31	35
Louisville St. Ry. pref.	90	93
Met. W. S. Elev. (Chi.) 1st 5s	54	56
Nassau Elec. 1st 5s, (B'klyn)	99	101
New Orleans Traction com.	1½	2½
New Orleans Traction pf.	6	9
New Orleans Traction notes	..	75
North Shore Traction com.	10	13
North Shore Traction pf.	72	75
Ninth Avenue	192	194
Providence & Pawtucket 1st	101	104
Richmond Ry. Elec. 1st 5s	73	78
Rochester Ry.	13	16
Rochester Ry. con. 5s	95	98
Second Avenue stock	168	172½
Second Avenue 1st m. 5s	108	110
Second Avenue consol. 5s	112	112½
Scranton Traction	9	12
Sixth Avenue R. R. stock	200	210
South Ferry 1st 5s	105	110
S. I. Rapid Transit 1st 6s	107	..
S. I. Rapid Transit 2d	60	70
Steinway R. R. Co. 6 p. c. 1st	115	117
Third Avenue Railroad	178	180
Twenty-third Street	310	..
Twenty-third Street deb. 5s	103	107
Twin City R. Transit Co. com.	19	20
Twin City R. Transit Co. pf.	90	100
Union Railway 1st 5s	111½	114
Union Railway	175	200
West Chicago Street	91½	94
West End (Boston)	82¾	83½
West End (Boston) pf.	103½	104
Worcester Traction common	15	17
Worcester Traction pf.	92	94

Ferry Securities.

	Bid.	Asked.
Hoboken Ferry stock	89	91
Hoboken Ferry 5s	107	109
Metropolitan Ferry 5s	108	110
N. Y. & E. R. Ferry 5s	90	93
N. Y. & E. R. Ferry stock	70	73
Union Ferry	53	55
Union Ferry bonds	102	103

Trust Companies, &c.

	Bid.	Asked.
American Surety	..	178
Atlantic	135	142
Bond & Mort. Guar. Co.	180	..
Brooklyn	..	402½
Central	1350	1400
Colonial	192	..
Continental	185	..
Farmers' Loan & Trust	850	..
Fifth Avenue	..	340
Franklin	..	232
German-American R. E.	..	30
Guaranty	425	..
Hamilton	232	235
Kings County	280	..
Knickerbocker	220	..
Lawyers' Surety	98	..
Lawyers' Title Ins.	150	..
Long Island Loan & Trust	220	225
Manhattan	150	..
Manufacturers', Brooklyn	230	..
Mercantile	400	..
Metropolitan	300	..
Nassau	152	..
National Surety	..	203
N. Y. Life Ins. & Trust Co.	1175	..
N. Y. Security & Trust	365	..
People's	250	256
Produce Exchange	200	204
Real Estate Trust Co.	200	..
State	195	205
Title Guarantee & Trust	280	285
Union	1000	..
U. S. Mortgage & Trust	280	285
United States	1150	..
Washington	225	..

Insurance Companies.

	Bid.	Asked.
Citizens'	112	..
Commonwealth	..	106
Continental	420	..
Eagle	240	250
Empire City	90	100
Farragut	..	100
German-American	420	..
Germania	245	255
Greenwich	160	..
Hamilton	105	112
Hanover	142	146
Home	185	195
Kings County	165	175
Nassau, Brooklyn	150	..
New York	100	110
Niagara	160	175
North River	120	..
Pacific	150	158
Peter Cooper	110	120
Phenix, Brooklyn	167	175

Insurance Companies—Continued.

	Bid.	Asked.
Rutgers	..	135
Stuyvesant	75	85
United States	110	..
Westchester	[illegible]	..
Williamsburg City	[illegible]	[illegible]

Banks.

	Bid.	Asked.
America	345	..
American Exchange	..	160
Astor Place	225	..
Bowery	..	310
Broadway	230	235
Butchers & Drovers'	..	95
Central	165	170
Chase	[illegible]	..
Chatham	295	305
Chemical	3750	4000
Citizens'	120	130
City	1000	..
Colonial	135	..
Columbia	150	..
Commerce	200	205
Continental	125	130
Corn Exchange	270	280
East River	125	..
Eleventh Ward	225	..
Fifth Avenue	2900	3300
Fifth National	225	..
First National	2500	..
First National of Staten Island	..	160
Fourth National	175	180
Fourteenth Street	130	160
Gallatin	300	..
Gansevoort	..	90
Garfield	330	..
German-American	112	117
Germania	300	..
German Exchange	225	..
Greenwich	165	..
Hamilton	120	130
Hanover	330	..
Hide & Leather	85	..
Home	..	155
Hudson River	145	..
Importers & Traders'	475	500
Irving	147½	..
Leather Manufacturers'	170	180
Liberty	125	..
Lincoln	750	800
Manhattan	220	230
Market & Fulton	..	231
Mechanics'	170	180
Mechanics & Traders'	100	110
Mercantile	167	..
Merchants' Exchange	115	..
Merchants'	140	150
Metropolis	410	..
Mount Morris	100	..
Mutual	100	120
Nassau	150	155
National Union	220	230
New Amsterdam	285	..
New York	235	240
New York County	800	..
New York National Exchange	..	89
Nineteenth Ward	..	119
Ninth National	90	95
North America	185	..
Oriental	140	..
Pacific	175	185
Park	295	305
People's	200	..
Phenix	90	92
Plaza	190	..
Produce Exchange	..	116
Republic	150	160
Riverside	180	200
Seaboard	175	..
Second National	450	..
Seventh National	110	120
Shoe & Leather	90	98
Sixth National	250	..
State of New York	100	108
Tradesmen's	..	105
Twelfth Ward	125	..
Twenty-third Ward	100	..
Union Square	175	..
Western	145	160
West Side	275	..
Yorkville	175	..

Guaranteed Stocks.

	Bid.	Asked.
Bald Eagle Valley	195	198½
Beech Creek	95	100
Boston & Providence	275	..
Cayuga & Sus.	198	205
Columbus & Xenia	103	..
Delaware & Bound Brook	169	..
Detroit, Hillsdale & S. W.	98½	..
Erie & Pittsburg	138	140
Fort Wayne & Jackson pf.	126	..
Gold & Stock Tel. Co.	108	..
Kal., Allegan. & G. Rapids	143	150
Kan. City, St. L. & C. pf.	130	..
Little Miami	182½	185
Louisiana & Mo. R. pf.	160	..
Mahoning Coal	160	..
Mahoning Coal pf.	106	..
Naugatuck	245½	..
New York & Harlem	300	..
N. Y., Lack. & Western	120	123
Norwich & Worcester pf.	200	..
Old Colony	180	188
Oswego & Syracuse	202	..
Pacific & Atlantic Tel.	70	..
Peoria & Bureau Valley	182	..
P., Ft. W. & Chi. special	160	..
Pitts., McK. & Yough.	135	..
Providence & Worcester	260	..
Rome & Clinton	125	..
Troy & Greenbush	149	..
Utica & Black River	160	..
United N. J. R. R. & C. Co.	250	..
Valley of New York	112	113
Warren	166	170

Industrial and Miscellaneous.

	Bid.	Asked.
Acker, Merrall & Condit 6s	95	99
American Bank Note Co.	41	43
American Brake	88	91
American Grocery 1st pf.	..	9
American Press Association	100	110
American Soda Fountain Co.	5	9
American Soda Fountain 1st pf.	50	60
American Soda Fountain 2d pf.	15	25
Am. Typefounders, new stock	39	42
Atlantic Mu. Ins. scrip, 1897	103	..
American Graphophone	14½	15½
American Graphophone pf.	14½	15
Anderson Tobacco	7	13
Automatic Vending	25	..
Barney & Smith Car common	13	16
Barney & Smith Car pf.	60	67
Barney & Smith Car 6s	97	100
Bliss, E. W.	95	100
Bliss, E. W., pf.	[illegible]	112½

Industrial and Miscellaneous—Continued.

	Bid.	Asked.
Carter-Crume pf.	..	40
Celluloid Company	65	70
Central & South Amer. Tel.	104	107
Ches. & Pot. Tel. stock	[illegible]	[illegible]
Ches. & Pot. Tel. 5s	104	108
Chesebrough Mfg. Co.	[illegible]	[illegible]
Claflin (H. B.) 1st pf.	90	94
Claflin (H. B.) 2d pf.	90	94
Commercial Cable	174	175
Consolidated Car Heating	31	35
Consolidated Fireworks com.	..	10
Consolidated Fireworks pf.	37½	..
Cramps' Ship. & Eng. Bldg.	76	78
Diamond Match Co.	127	128
Electro-Pneumatic, as. pd.	1⅛	1½
Empire & Bay State Tel.	65	75
Eastman Kodak Co.	95	100
Erie & Western Trans.	70	80
Electric Vehicle	10	12
Electric Vehicle pf.	70	80
Glucose Sugar Refining com.	53¾	54
Glucose Sugar Refining pf.	101½	101⅞
Gorham Mfg. Co., common	..	90
Gorham Mfg. Co. pf.	110	114
Great Falls Ice	110	125
Hecker-Jones-Jewell Milling pf.	37	41
Hecker-Jones-Jewell M. bonds	84	90
Herring-Hall-Marvin com.	¼	1½
Herring-Hall-Marvin pf.	6	9
Hoboken Land & Imp.	100	..
Hoboken Land & Imp. 5s	105	..
Hudson River Telephone	69	73
Iron Steamboat	2½	4⅝
Iron Steamboat 6s	55	60
J. B. Stetson com.	45	..
J. B. Stetson pf.	100	110
Journeay & Burnham com.	..	22
Journeay & Burnham pf.	67½	75
Lanston Monotype	15½	16½
Lorillard pf.	113	115
Madison Square Garden stock	..	5
Madison Square Garden 2d 6s	30	40
Mechanical Rubber com.	..	10
Mechanical Rubber pf.	20	35
Mergenthaler Linotype	144	145
Mich. Pen. Car com.	5	7
Mich. Pen. Car pf.	47	50
Mich. Pen. Car 1st 5s	84	89
Mosler Safe Co. pf.	..	105
National Saw pf.	..	25
National Casket Co.	60	80
National Wall Paper deb. stock	..	50
N. Y. Loan & Imp.	50	..
National Biscuit	26½	28
National Biscuit pf.	88	90
N. Y. Biscuit bonds 6s	115	..
New Jersey Zinc & Iron	100	..
New York Air Brake	87	87½
N. Y. & N. J. Telephone	142	145
Nicaragua Construction	10	14
Northwestern Telegraph	112	117
Old Dominion Steamship	85	95
Pennsylvania Coal	350	355
Penn. Salt Mfg.	102	..
Penn. Water com.	10	12
Phil. & Wil. Steamboat	130	142½
Pneumatic Gun Carriage	40	45
Pratt & Whitney com.	4	8
Pratt & Whitney pf.	40	50
Procter & Gamble	220	..
Procter & Gamble pf.	165	170
R. I. Perkins Horse Shoe	6	12
R. I. Perkins Horse Shoe pf.	40	56
Safety Car Heating & Light	93	98
Simmons Hardware com.	100	105
Simmons Hardware pf.	110	115
Singer Mfg. Co.	395	420
Standard Oil	436	436¾
Swift & Co.	88	93
Swift & Co. 1st 6s	105	..
Susquehanna Coal 6s	115	..
Texas & Pacific Coal	47½	52½
Texas & Pacific Coal 1st	100½	..
Terminal Warehouse stock	..	10
Terminal Warehouse 1st 6s	..	72½
Terminal Warehouse deb. 6s	..	72½
Trenton Potteries com.	9	11
Trenton Potteries pf.	35	40
Trow Directory pf.	30	33
Union Switch & Signal	32½	34
Union Switch & Signal pf.	55	58
Union Typewriter com.	6½	8
Union Typewriter 1st pf.	88	90
Union Typewriter 2d pf.	78	82
U. S. Glass com.	24	26
U. S. Glass pf.	70	90
Wagner Palace Car	162½	163
Westinghouse Air Brake	227	..
Wool Exchange of New York	110	120
Worthington Pump	28	33
Worthington Pump pf.	87	90

Gas Companies.

	Bid.	Asked.
Baltimore Consolidated	59¼	59½
Baltimore Con. 1st 5s	108¾	109
Bay State Gas inc.	60	70
Buffalo (N. Y.) 1st w. i	93½	94¼
Buffalo (N. Y.) stock	26	26½
Central (N. Y.)	175	..
Central Union Gas bonds	103	103½
Central Union Gas con. deb. 5s	108	111
Chicago Consumers' 1st 5s	105	107½
Chi. Eq. Gas L. & F. 1st 6s	106	108
Chi. P. Gas & C. 1st 6s	108	111
Chi. P. Gas & C. 2d 6s	106	110
Chi. P. Gas & C. con. 6s	115½	117½
Chicago P. Gas refunding 5s	102⅝	104½
Cicero Gas Co. 1st 6s	100	102
City Gas (Norfolk, Va.)	36	38
City Gas (Norfolk, Va.) 1st 6s	98	105
Columbus (Ohio) Gas stock	85	90
Columbus (Ohio) 1st 5s	98	101
Consolidated Gas (N. J.) bonds	75	80
Consolidated Gas of N. J.	16	21
Consumers' Gas (Jersey City)	70	77
Con. Gas (Jersey City) bonds	100	103¾
Detroit inc. 5s	92	95
Equitable 1st 6s	101	102½
Equitable 1st con. 5s	112	115
Fort Wayne (Ind.) stock	75	80
Fort Wayne (Ind.) 1st 6s	88	91
Grand Rapids stock	76	79
Grand Rapids Gas bonds	99	102
Ind. Nat. & Ill.	55	60
Indiana Nat. & Ill. 1st 6s	72	76
Indianapolis stock	115	125
Indianapolis 1st 6s	105	107
Lafayette (Ind.) stock	77	89
Lafayette 1st 6s	85	88
Logansport & Wab. Val. stock	57	60
Logansport & Wab. Val. 1st 6s	70	74
Madison (Wis.) Gas	56	60
Madison (Wis.) 1st 6s	97	100
Minneapolis Gas 6s	101	103
Mutual of New York	331	337
New Amsterdam	30	30¼
New Amsterdam pf.	69½	70¼
New Amsterdam 1st 5s	99½	100¼
N. Y. & E. R. Gas Co. 1st	109	111
N. Y. & E. R. Gas Co. con.	105	106
Ohio & Indiana stock	53	55
Ohio & Indiana bonds	70	72
St. Joseph (Mo.)	35	38
St. Joseph (Mo.) 5s	85	90
St. Paul Gas stock	38	41
St. Paul Gas bonds	76	78
Standard Gas, New York	140	142
Standard Gas, New York, pf.	158	166
Standard Gas, New York, 1st	112	114
Syracuse Gas stock	17	18
Syracuse Gas 5s	89	91
Western Gas Co., Milwaukee	85	86
West. Gas Co. bonds, Milw'kee	100½	101¼
Williamsburg 1st 6s	104	105½

TRANSACTIONS AND CHANGES.

On the Stock Exchange for the week ended Saturday, May 28, total transactions included 1,856,494 shares of stock, $12,888,090 bonds, with $1,000 Government and $17,000 State bonds.

In detail, the week's dealings compare as follows with those of the corresponding week last year:

STOCKS.

	May 29, '97.	May 28, '98.	Differences.
R. R. & Misc.	944,968	1,856,494	Inc. 911,526
Banks	16	....	Dec. 16
Mining	600	7,500	Inc. 6,900

BONDS.

	May 29, '97.	May 28, '98.	Differences.
R. R. & Misc.	$6,392,200	$12,888,000	Inc. $6,495,800
State	1,000	17,000	Inc. 16,000
Government	165,000	1,000	Dec. 164,000

⁂

Net changes in stocks for the week of 1 per cent. or more were:

Stocks Advanced.

Am. Sp. Mfg. pf.	1½	Met. St. Ry.	7
Am. Cotton Oil pf.	1½	Michigan Central	2
Am. Sugar Refs.	2⅝	Minn. & St. Louis	3
Am. Sug. Refs. pf.	2	Minn. & St. L. 2d pf.	4⅝
Ann Arbor pf.	1	Minnesota Iron	7
At., T. & S. F. pf.	1⅛	Mo. Pacific	1⅛
Can. Southern	1¼	N. J. Central	1½
Can. Pacific	1⅛	N. Y. Central	2¼
Chi. Gt. W. pf., A.	1	N. Y. Air Brake	6½
Chi. & Northwest	3¼	Norf. & West. pf.	1⅛
Chi., Bur. & Qy.	2⅝	Nor. Pac. pf.	1¼
C., C., C. & St. L.	1⅛	Ore. Imp., all in. pd.	2⅝
Chi., M. & St. P.	2¼	Ore. R. R. & Nav.	3½
Chi., M. & St. P. pf.	3¼	Ore. R. R. & N. pf.	1¼
Chi., R. I. & Pac.	3⅛	Penn. R. R.	1½
Del. & Hudson	1½	People's Gas, Chi.	3
Den. & Rio Gr. pf.	1½	Pullman Car	2½
Eastern Elevator	2½	Pitts., C., C. & St. L.	1⅛
Erie	1¼	Reading 1st pf.	1
Erie 1st pf.	1⅛	Rio Gr. W. pf.	1½
Erie 2d pf.	2⅝	St. J. & G. I. 1st pf.	2
Great Northern pf.	13¼	St. P. & Omaha	1⅝
Hawaiian Sugar	1½	St. P., M. & M.	6
Illinois Central	2¼	Southern Pacific	2¼
Illinois Steel	8	Southern Ry. pf.	1⅛
Laclede Gas	1¼	Texas Pacific	1
Lake Shore	3⅝	Third Avenue	10¼
Lake Shore certs.	4	U. S. Leather pf.	1⅛
Louis. & Nash.	1⅛	U. S. Rubber pf.	1¼
Manhattan	1½		

Stocks Declined.

Consolidated Gas	1⅛	Wheel. & L. E. pf., $1 asst. pd.	2⅝
Nat. Lead pf.	1⅛		
U. S. Rubber	1		

⁂

Net changes in bonds for the week of 1 per cent. or more were:

Bonds Advanced.

Ann Arbor 1st	2	Manhattan 4s	1⅛
B. & O. 1st Parks B.	1¼	Minn. & St. L. con.	2
Balt. & O. 5s, 1925	1	Midland of N. J. 1st	1
Brook. W. & W. 5s	1	Mo., K. & T. 1st	1⅛
Ches. & O. 6s, 1911	1	Mo. Pac. coll. g. 5s	2¼
Ches. & Ohio 4½s	1⅛	Morris & Essex con. gtd	2½
C. & O. 1st R. & A. 1st con.	2	Mobile & Ohio genl.	2
Chi., B. & Q. con.	1	N. Y., N. H. & H. deb. 4s	1½
C., B. & Q. deb. 5s	1	N. Y., Ont. & W. ref. 4s	1
C., B. & Q. cnv. 5s	1¼	N. Y., S. & W. gnl.	1⅛
Chi. & E. Ill. gnl. 5s	1⅛	Ohio & Miss. 1st Spg. 7s	1
Chi., I. & L. ref. 6s	1	Or. Imp., cn., all in. pd	1⅝
C., M. & St. P. 1st, So. Minn. 6s	1½	Or. Short Line 6s	1
Chi. & N. W. deb. 5s, 1909	1	Peo., D. & E. 2d t. r.	2
Chi. & N. W. genl. 3½s	1½	Pitts. & West. 1st	1
Chi., R. I. & Pac. genl. 4s	1	Rio Gr. West. 1st	1⅛
Chi., St. P., M. & O. con	2	Rome, W. & O. con.	1
Col., H. V. & Tol. 5s, $65 pd	2⅝	St. L. & I. M. genl.	1½
Detroit City Gas b.	2	St. L. & S. F. 2d, Class B	1
Den. & Rio Gr. 4s	1⅛	St. L. & S. F. gn. 6s	1
E. T., Va. & Ga. cn.	1¼	St. L. & S. F. gn. 4s	2
Ed. El. Ill. of N. Y. con. 5s	3⅝	Scioto V. & N. E. 4s	2
Erie, genl. lien	1½	So. Car. & Ga. 1st	¼
Erie, prior lien	1	Standard R. & T. 6s	4
Ev. & T. H. genl.	1	Stand. R. & T. inc.	1⅛
Hous. & Tex. genl.	1½	So. P. of Ariz., 1st	1¼
Int. & Gt. Nor. 3d	2½	Southern Ry. 5s	1
Lake Sh. 1st con. R.	1	Texas Pac. 1st	1½
Lake Shore 3½s	1	Texas Pac. 2d	1½
Louis. & N. gn. 6s	1	Union Pac. 4s	1½
Louis. & N. unif. 4s	1⅝	Wabash 1st	1½
L. & N., S. & N., Ala. gtd. 5s	2	Wabash 2d	1
		Wabash deb. B.	1⅝
		West Shore 4s	1
		Wis. Cent. 1st t. r.	2½

Bonds Declined.

Flint & P. M., P. & H. 5s	1	Brook. El. 1st t. r.	1⅛
		Kings Co. El. 1st	1

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce for the week ending Friday last, compared with the corresponding week last year. In the case of the exports of general merchandise the returns are for the week ended on Tuesday:

Imports of Dry Goods and General Merchandise.

Week ended May 27, 1898	$7,827,210
Week ended May 28, 1897	11,692,786
From Jan. 1, 1898	185,508,601
From Jan. 1, 1897	231,733,406

Exports of General Merchandise.

Week ended May 24, 1898	$12,149,857
Week ended May 25, 1897	10,127,163
From Jan. 1, 1898	185,734,417
From Jan. 1, 1897	157,117,866

Imports of Gold.

Week ended May 27, 1898	$1,836,855
Week ended May 28, 1897	44,612
From Jan. 1, 1898	68,864,939
From Jan. 1, 1897	1,572,688

Exports of Gold.

Week ended May 27, 1898	....
Week ended May 28, 1897	$2,850,000
From Jan. 1, 1898	4,571,079
From Jan. 1, 1897	17,161,060

Net Imports of Gold.

Week ended May 27, 1898	$1,836,855
From Jan. 1, 1898	64,293,860

Net Exports of Gold.

Week ended May 28, 1897	$2,805,388
From Jan. 1, 1897	15,588,372

Imports of Silver.

Week ended May 27, 1898	$18,324
Week ended May 28, 1897	146,654
From Jan. 1, 1898	1,135,194
From Jan. 1, 1897	1,076,584

Exports of Silver.

Week ended May 27, 1898	$733,72[illegible]
Week ended May 28, 1897	854,864
From Jan. 1, 1898	17,119,304
From Jan. 1, 1897	19,[illegible]

Net Exports of Silver.

Week ended May 27, 1898	$715,400
Week ended May 28, 1897	708,450
From Jan. 1, 1898	15,984,110
From Jan. 1, 1897	18,[illegible]

Total Imports of Specie.

Week ended May 27, 1898	$1,854,779
Week ended May 28, 1897	[illegible]
From Jan. 1, 1898	[illegible]
From Jan. 1, 1897	[illegible]

Total Exports of Specie.

Week ended May 27, 1898	[illegible]
Week ended May 28, 1897	[illegible]
From Jan. 1, 1898	[illegible]
From Jan. 1, 1897	[illegible]

[illegible]

INACTIVE STOCKS, LAST TRANSACTIONS NEW YORK STOCK EXCHANGE.

The following table gives the range of prices in 1898 for stocks in which there have been no dealings during the past week. Where no sale has occurred this year the last recorded transaction is given.

Closing May 28. Bid.	Asked.	STOCKS.	Amount Outstanding.	Last Dividend.		Range in 1898. Highest.		Lowest.		Last Sale.	
180	..	**Albany & Susquehanna**	$3,520,000	January, 1898	3½	*185	Feb. 3	*183	Jan. 4	*180	Feb. 3, 1898
..	..	American Bank Note	....	Mar. 1, 1898	..	*43	Mar. 5	*43	Mar. 5	*43	Mar. 5, 1898
100	140	American Coal	1,500,000	Mar. 1, 1898	4	..	....	..	....	125	Sept. 16, 1897
..	23	American District Telegraph	3,845,000	May 16, 1898	1	23	Jan. 19	22	May 13	22	May 13, 1898
11⅝	13½	Ann Arbor	3,250,000	....	..	15	Feb. 8	11	Apr. 21	11	Apr. 21, 1898
102	105	**Boston Air Line pf.**	1,426,000	October, 1897	2	*105	Mar. 9	*105	Mar. 9	*105	Mar. 9, 1898
..	..	Brooklyn Elevated	18,283,600	....	..	..	....	..	....	*7½	Dec. 28, 1897
20	30½	Buffalo, Rochester & Pittsburg	6,000,000	....	..	30¼	Jan. 6	25	Mar. 12	25	Mar. 12, 1898
60	63	Buff., Roch. & Pittsburg pf.	6,000,000	Feb. 15, 1898	1	67¾	Jan. 8	*61	May 3	62	May 9, 1898
..	..	**Capital Traction**	12,000,000	Oct. 1, 1897	65c	70	Jan. 25	62	Jan. 4	70	Jan. 25, 1898
..	..	Central Coal & Coke	1,500,000	....	..	..	....	..	....	20⅝	Oct. 13, 1897
159	..	Chicago & Alton	18,764,800	Mar. 1, 1898	1¾	166¼	Feb. 11	*150	Mar. 14	*157	May 18, 1898
167	..	Chicago & Alton pf.	3,479,500	Mar. 1, 1898	1¾	*166	Mar. 24	*166	Mar. 24	*166	Mar. 24, 1898
..	..	Chicago Gt. Western deb.	12,050,500	....	..	..	....	..	....	*75	Dec. 27, 1897
..	..	Chicago Stock Yards	6,500,000	Jan. 3, 1898	4	..	....	..	....	102½	May 22, 1897
168	..	Cleveland & Pittsburg	11,226,050	Mar. 1 1898	1¾	*170	May 11	*170	May 11	*170	May 11, 1898
⅛	1	Col. Coal & Iron Development	6,000,000	....	..	⅞	Jan. 28	¼	Apr. 7	¼	Apr. 7, 1898
1½	2⅛	Col. Coal & Iron Dev. pf.	500,000	....	..	2½	Jan. 7	2⅛	Apr. 8	2⅛	Apr. 8, 1898
..	90	Col. Fuel & Iron pf.	20,000	Feb. 20, 1897	4	..	....	..	....	*80	Dec. 14, 1897
160	180	Commercial Cable	10,000,000	Apr. 1, 1898	1¾	..	....	..	....	*162½	May 28, 1897
80	..	**Des Moines & Ft. Dodge pf.**	763,500	Aug. 2, 1897	6	..	....	..	....	*70	Dec. 31, 1897
..	..	Duluth, South Shore & Atlantic	12,000,000	....	..	..	....	..	....	4½	Sept. 16, 1897
..	..	Duluth, South Shore & Atl. pf.	10,000,000	....	..	7⅛	Feb. 5	5	Apr. 14	5⅝	May 10, 1898
125	132	**Edison El. Ill. of N. Y.**	9,018,700	May 1, 1898	1½	*135	Jan. 20	*115	Apr. 22	*129	May 21, 1898
107	110	Edison Elec. Ill. of Brooklyn	4,000,000	Apr. 15, 1898	1½	111	Feb. 8	*102½	Apr. 1	*108¼	May 5, 1898
..	..	Equitable Gas	4,000,000	Oct. 15, 1897	3	..	....	..	....	260	July 30, 1897
..	..	Erie Tel. & Tel.	48,000,000	May 16, 1898	1	..	....	..	....	75	Oct. 14, 1897
25	27	Evansville & Terre Haute	4,000,000	August, 1893	7½	26	May 11	*20	Feb. 17	26	May 16, 1898
..	..	**Flint & Pere Marquette**	3,298,200	....	..	14⅛	Feb. 14	*9⅛	Apr. 15	11½	May 14, 1898
..	..	Flint & Pere Marquette pf.	6,342,200	Feb. 15, 1893	2	43	Jan. 28	*27	Mar. 26	36½	May 19, 1898
..	..	Fort Worth & Denver City	2,555,000	Mar. 15, 1898	2	28	Mar. 15	19¼	Jan. 24	*20	May 18, 1898
..	11	Fort Worth & Rio Grande	3,108,100	....	..	16⅝	Jan. 31	10	May 19	10	May 19, 1898
..	..	**General Electric pf.**	4,252,000	July 1, 1893	3½	..	....	..	....	75	Mar. 22, 1898
..	..	Gold & Stock Tel.	5,000,000	Jan. 3, 1898	1½	..	....	..	....	*108½	Dec. 14, 1897
30	40	Green Bay & Western	2,500,000	....	..	*32½	Feb. 24	*30	Jan. 7	*32½	Feb. 24, 1898
..	..	**H. B. Claflin Co.**	3,829,100	Apr. 15, 1898	1½	92½	Feb. 10	*91	Feb. 24	*91¾	Feb. 26, 1898
..	..	H. B. Claflin Co. 1st pf.	2,600,300	May 1, 1898	1¼	..	....	..	....	*94½	Dec. 30, 1897
..	..	H. B. Claflin Co. 2d pf.	2,570,600	May 1, 1898	1½	..	....	..	....	*94	Dec. 11, 1897
..	..	Harlem	8,646,050	Apr. 1, 1898	2	*320	Jan. 5	*320	Jan. 5	*320	Jan. 5, 1898
90	100	**Illinois Central leased line**	10,000,000	January, 1898	2	*94	Feb. 2	*94	Feb. 2	*94	Feb. 18, 1898
..	..	**Keely Motor**	....	....	..	..	....	..	....	4½	Mar. 9, 1898
3	4	Keokuk & Des Moines	2,600,000	....	..	4½	Feb. 8	*2½	Jan. 26	3	May 20, 1898
14	16	Keokuk & Des Moines pf.	1,524,600	Jan. 15, 1895	90c.	18	Feb. 2	*13⅛	Mar. 19	15½	May 20, 1898
30	35	Keokuk & Western	4,000,000	Apr. 1, 1898	1	34½	Mar. 1	*33	Feb. 7	34½	Mar. 1, 1898
3½	10	Kingston & Pembroke	4,500,000	....	..	2	May 19	2	May 19	2	May 20, 1898
3	6	**Manhattan Beach**	350,000	....	..	5¼	Jan. 24	4	Jan. 20	5¼	Jan. 24, 1898
47	52	Maryland Coal pf.	1,885,000	Jan. 3, 1898	2	51	Feb. 2	45	Mar. 28	47½	May 17, 1898
1	1½	Mexican National certfs.	33,850,000	....	..	1½	May 2	1	Feb. 10	1¼	May 7, 1898
..	..	Michigan Peninsular Car	2,000,000	Oct. 1, 1893	2	..	....	..	....	14	Sept. 9, 1897
..	..	Michigan Peninsular Car pf.	5,000,000	Feb. 7, 1898	1	*54	Jan. 29	*54	Jan. 29	*54	Jan. 29, 1898
5	..	Minn., St. P. & S. Ste. Marie	14,000,000	....	..	7	Jan. 5	6½	Mar. 1	6¼	Mar. 11, 1898
14	..	Minn., St. P. & S. S. Marie pf.	7,000,000	....	..	..	....	..	....	10	Dec. 2, 1897
28	29	Mobile & Ohio	5,320,600	Feb. 28, 1898	1	32½	Feb. 7	24¾	Apr. 19	*29½	May 18, 1898
..	..	**Nash., Chat. & St. Louis**	10,000,000	May 1, 1898	1	..	....	..	....	75	Dec. 14, 1897
6	7½	National Starch	5,000,000	....	..	9	Feb. 10	5	Apr. 25	6¼	May 12, 1898
65	83	National Starch 1st pf.	2,219,400	May 1, 1898	2	*81	Jan. 24	60	Mar. 25	60	Mar. 25, 1898
16	30	National Starch 2d pf.	1,846,800	January, 1893	6	30	Jan. 27	30	Jan. 27	30	Jan. 27, 1898
13	13¼	New York, Chi. & St. Louis	14,000,000	....	..	15⅝	Jan. 31	*11⅝	Apr. 22	13	May 20, 1898
60	75	N. Y., Chi. & St. L. 1st pf.	5,000,000	Mar. 1, 1898	2	76	Jan. 31	*65	May 10	*65	May 10, 1898
32	34½	N. Y., Chi. & St. L. 2d pf.	11,000,000	....	..	40¼	Jan. 29	28	Mar. 25	34	May 11, 1898
..	..	New York, Lack. & Western	10,000,000	April, 1898	1¼	*123¾	Feb. 16	*120	Apr. 20	*122	May 22, 1898
..	..	New York Mutual Gas	3,500,000	Jan. 10, 1898	4	..	....	..	....	*350	Nov. 16, 1897
..	..	New York, Sus. & Western	12,451,000	....	..	18	Jan. 5	8	Jan. 8	*12	Apr. 1, 1898
..	..	New York, Sus. & Western pf.	12,951,100	Nov. 1, 1893	1¼	33	Feb. 11	23	Jan. 10	28	Apr. 6, 1898
..	..	New York, Sus. & W. pf., certfs.	....	....	..	30⅛	May 5	*28¼	May 2	30⅛	May 5, 1898
..	..	New Jersey & New York Tel.	5,000,000	Apr. 15, 1898	2½	..	....	..	....	*124	Jan. 28, 1897
..	..	**Omaha & St. Louis**	621,900	....	..	7	Mar. 5	7	Mar. 5	7	Mar. 5, 1898
..	..	**Panama**	7,000,000	Jan. 3, 1896	2	..	....	..	....	*95	Sept. 22, 1897
330	..	Pennsylvania Coal	5,000,000	May 1, 1898	4	*350	Feb. 25	*325	Mar. 23	*325	Mar. 23, 1898
4	6	Peoria & Eastern	10,000,000	....	..	5¼	Feb. 11	*3	Jan. 26	4¼	May 10, 1898
..	..	Pierre Lorillard pf.	2,000,000	Apr. 1, 1898	2	..	....	..	....	*115	Sept. 29, 1897
168	..	Pittsburg, Ft. Wayne & Chic.	19,711,286	Apr. 5, 1898	1¾	*172	Apr. 1	*168	Feb. 25	*172	Apr. 1, 1898
4	7	Pittsburg & Western pf.	5,000,000	....	..	..	....	..	....	5½	Dec. 22, 1897
1¼	2½	**Quicksilver**	5,708,700	....	..	2¼	Jan. 27	2	Jan. 26	2	May 18, 1898
5	8	Quicksilver pf	4,291,300	1891	4⅜	..	....	..	....	10	Sept. 24, 1897
180	..	**Rens. & Saratoga**	10,000,000	January, 1898	4	*185	May 20	*182	Jan. 26	*185	May 20, 1898
119½	122	Rome, Watertown & Ogdensb.	10,000,000	May 16, 1898	1¼	123	Jan. 4	*116¼	Mar. 26	*120	May 16, 1898
..	25	**St. Paul & Duluth**	4,660,207	July 5, 1887	3	25	Jan. 8	20½	Jan. 26	21	Apr. 7, 1898
..	85	St. Paul & Duluth pf.	4,793,123	....	..	*88	Feb. 15	78	Apr. 2	80	May 12, 1898
58	59	Silver Bullion certificates	....	....	..	57¾	Jan. 13	56	May 5	57½	May 12, 1898
200	210	Sixth Avenue	2,000,000	Jan. 3, 1898	3½	..	....	..	....	195	July 19, 1897
..	..	Standard Gas	5,000,000	Apr. 1, 1898	1½	*147	Jan. 24	143½	Jan. 21	*147	Jan. 22, 1898
..	..	Standard Gas pf.	3,721,100	Dec. 31, 1897	5	*144½	Jan. 3	*144½	Jan. 22	*144½	Jan. 24, 1898
..	..	Southern & Atlantic Tel.	559,525	April, 1898	2½	100	Feb. 17	100	Feb. 17	100	Feb. 17, 1898
..	..	**Texas Central**	2,649,400	....	..	..	....	..	....	10	July 18, 1897
..	..	Texas Central pf.	1,324,500	Jan. 15, 1898	3	..	....	..	....	*40½	Feb. 5, 1897
..	25	Toledo & Ohio Central	6,500,000	Nov. 25, 1893	1	*15	Feb. 10	*15	Feb. 10	*15	Feb. 10, 1898
..	45	Toledo & Ohio Central pf.	3,708,000	July 25, 1896	1¼	*41	Feb. 7	*38½	Feb. 8	*40	Feb. 10, 1898
..	..	Twin City Rapid Transit pf.	1,137,200	October, 1897	1¾	..	....	..	....	*95	Dec. 23, 1897
..	..	**Union Ferry**	3,000,000	Apr. 1, 1898	2	..	....	..	....	64	July 13, 1897
..	..	United N. J. R. R. & Canal	21,240,400	January, 1898	2½	..	....	..	....	*215½	Mar. 15, 1897
..	..	Utica & Black River	2,223,000	Sept. 30, 1897	3½	..	....	..	....	165	Oct. 20, 1897
..	..	**Warren Railroad**	1,800,000	Oct. 15, 1897	3½	..	....	..	....	167	Aug. 24, 1897
116	120	Wells-Fargo Express	8,000,000	Jan. 15, 1898	3	120	Feb. 14	*112½	May 5	*119	May 21, 1898
..	..	Western Gas	4,000,000	Jan. 20, 1898	3	86	Jan. 17	86	Jan. 17	86	Jan. 17, 1898
..	..	Western Union Beef	13,600,000	Nov. 23, 1897	2	8	Jan. 13	7½	Jan. 5	8	Apr. 18, 1898
..	..	Wisconsin Central pf.	3,000,000	....	..	8	Jan. 17	5	Feb. 5	5	Feb. 5, 1898

*Sales of less than 100 shares.

BANK STATEMENTS.

The weekly statement of the New York City Associated Banks, issued Saturday, shows an increase in the reserve of $2,989,850. The banks now hold $53,704,600 more than the legal requirements. The changes in the averages show an increase in loans of $8,202,400, an increase of specie of $4,459,200, an increase in legal tenders of $2,284,800, an increase in deposits of $15,018,600, and a decrease in circulation of $6,800.

The following is a comparison of the average of the New York banks for the last two weeks and for the corresponding date last year:

	May 28, '98.	May 21, '98.	May 29, '97.
Loans	$589,727,400	$581,525,000	$507,509,700
Specie	173,862,000	169,402,800	88,979,200
Legal tenders	53,844,200	51,559,400	101,536,900
Net deposits	696,006,400	680,987,800	575,600,000
Circulation	14,767,200	14,774,000	14,339,000

The following shows the amount of reserve held above the legal requirements:

	May 28, '98.	May 21, '98.	May 29, '97.
Specie	$173,862,000	$169,402,800	$88,979,200
Legal tenders	53,844,200	51,559,400	101,536,900
Total res've	$227,706,200	$220,962,200	$190,516,100
Reserve required ag'st deposits	174,001,600	170,246,950	143,900,000
Excess of reserve above legal req'rements	$53,704,600	$50,715,250	$46,616,100

The following table shows the amount of surplus reserve held by the Clearing House banks at the end of each week in the present year and the corresponding weeks in 1897 and 1896:

	1898.	1897.	1896.
Jan. 8	$22,294,575	$43,991,450	$37,193,100
Jan. 15	25,968,775	52,172,625	32,345,550
Jan. 22	31,375,200	57,067,550	37,078,500
Jan. 29	35,609,400	59,146,350	39,028,450
Feb. 5	36,731,625	54,540,050	40,152,425
Feb. 12	32,457,050	51,658,225	36,818,875
Feb. 19	[illegible]	[illegible]	35,627,050
Feb. 26	[illegible]	57,530,975	34,425,150
March 5	[illegible]	55,656,225	23,294,800
March 12	32,721,425	[illegible]	21,443,325
March 19	[illegible]	45,163,975	19,042,675
March 26	[illegible]	42,695,750	18,147,425
April 2	[illegible]	[illegible]	17,055,[illegible]
April 9	[illegible]	46,170,650	17,981,[illegible]
April 16	[illegible]	[illegible]	18,139,[illegible]
April 23	[illegible]	[illegible]	[illegible]
April 30	[illegible]	[illegible]	[illegible]
May 7	[illegible]	[illegible]	[illegible]
May 14	[illegible]	[illegible]	18,577,[illegible]
May 21	[illegible]	[illegible]	21,701,[illegible]
May 28	[illegible]	[illegible]	[illegible]

The following shows the surplus reserve at this time for a [illegible] of years:

[illegible]

TREASURY STATEMENT.

WASHINGTON, May 28.—Following is a statement of the condition of the United States Treasury and the receipts and expenditures of the Government on the 28th day of May, 1898:

CASH IN THE TREASURY.

Gold coin	$111,211,314.83		
Gold bullion	97,472,565.39		
		$208,683,880.22	
Outstanding gold certificates	$37,486,149.00		
Less gold certificates in Treasury	1,598,660.00		
		35,887,489.00	
			*$172,796,391.22
Standard silver dollars	$398,869,221.00		
Silver bullion	939,759.86		
		$399,808,980.86	
Outstanding silver certificates	$397,781,504.00		
Less silver certificates in Treasury	6,999,006.00		
		390,781,498.00	
			9,026,482.86
Standard silver dollars of 1890	$4,402,855.00		
Silver bullion of 1890, (cost)	97,603,425.25		
		$102,006,280.25	
Less outstanding Treasury notes		102,006,280.00	
			.25
United States notes		$56,763,805.00	
Outstanding currency certificates	$30,505,000.00		
Less currency certificates in Treasury	3,815,000.00		
		26,690,000.00	
			30,073,805.00
Treasury notes of 1890	$1,585,711.00		
National bank notes	2,917,801.43		
Fractional silver coin	11,997,537.85		
Fractional currency	27.24		
Minor coin	1,391,787.87		
Deposits in National banks	28,719,092.84		
Bonds and interest paid	3,476,059.71		
		$50,088,017.94	
			50,088,017.94
			$261,984,697.27
Less National bank 5 per cent. fund	$9,007,191.29		
Outstanding checks and drafts	8,532,913.11		
Disbursing officers' balances	37,774,645.13		
Post Office Department account	3,954,017.88		
Miscellaneous items	1,964,929.54		
		$61,233,696.95	
			61,233,696.95
Available cash balance, including gold reserve			$200,751,000.32

	This Day.	This Month.	This Fiscal Y'r.
RECEIPTS.			
Customs	$419,933.11	$12,914,625.71	$134,711,[illegible]
Internal revenue	658,[illegible]	13,439,324.15	152,306,789.60
Miscellaneous	68,135.13	1,776,736.47	82,188,[illegible]
Total receipts	$1,146,227.92	$28,130,686.33	$369,[illegible]
EXPENDITURES.			
Civil and miscellaneous	165,000.00	5,333,000.00	90,012,774.[illegible]
War	540,000.00	16,965,000.00	72,105,401.[illegible]
Navy	310,000.00	5,735,000.00	40,044,104.[illegible]
Indians	......	682,000.00	10,[illegible]
Pensions	300,000.00	12,373,000.00	131,375,[illegible]
Interest	100,000.00	3,000,000.00	[illegible]
Total expenditures	$1,335,000.00	$47,173,000.00	$304,846,195.[illegible]
Excess of expenditures over receipts	188,772.08	19,042,313.67	35,788,[illegible]
NATIONAL BANK FUND.			
Deposits under act July 14, 1890	[illegible]	[illegible]	[illegible]
Redemptions under act July 14, 1890	[illegible]	[illegible]	[illegible]

REDEMPTION OF NOTES.	U. S. Notes (Since 1879.)	Treasury Notes (Since 1890.)	Total.
To date	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

[illegible] & CO.

BANKERS AND [illegible]

[illegible]

41 Wall Street, New York.

[illegible] NEW YORK CITY.

27 STATE STREET, BOSTON.

Dealers in U. S. Government Bonds and other Investment Securities.
Deposits Received and Interest Allowed on Balances.

DIVIDENDS.

STEAM RAILROAD STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Boston & Albany (quarter)	2	June 30	June 4	July [illegible]
Boston & Maine (quarter)	1½	July 1	June 6	June [illegible]
Central Massachusetts pf.	[illegible]	June 1	....	....
Chicago & Alton (quarter)	[illegible]	June 1	May 10	June 2
Chicago & Alton pf. (quarter)	[illegible]	June 1	May 10	June 2
Chi., Bur. & Quincy (quarter)	1½	June 15	May 20	May 31
Cleveland & Pittsburg (quarter)	1¾	June 1	May 21	June 2
Delaware & Hudson (quarter)	1¾	June 15	May 22	June 16
Mexican Northern (quarter)	1	June 3	May 20	June 7
Northern Pacific pf. (quarter)	1	June 3	May 10	May [illegible]
Pennsylvania (semi-annual)	2½	May 31	....	....

STREET RAILWAY STOCKS.

Third Avenue (quarter)	$2	May 31	May 18	June 1
Troy City (quarter)	1	June 1	May 25	June 2

BANK STOCK.

Metropolis	6	June 1	May 25	June 2

MISCELLANEOUS COMPANIES.

Adams Express (semi-annual)	$2	June 1	May 18	June 2
Am. Cotton Oil pf. (semi-annual)	3	June 1	May 14	June 2
American Gas, Phila., (semi-annual)	$3	June 1	....	....
American Express	$3	July 1	June 4	July 2
Brook. Union Gas (semi-annual)	3	June 1	May 10	May 20
Consolidated Gas, Baltimore	2¼	June 1	May 17	June 2
Consolidated Gas, N. Y., (quarter)	2	June 15	June 2	June 16
Dan. Talmage's Sons pf. (quarter)	2	July 1	....	....
Diamond Match (quarter)	2½	June 13	June 4	June 14
Glucose Sugar Refining pf. (quarter)	1	June 1	May 21	June 1
Henry R. Worthington Co.	1	June 1	May 25	June 2
Laclede Gas Light pf. (semi-annual)	2½	June 15	May 28	June 16
National Biscuit pf. (quarter)	1¾	May 31	May 20	June 1
National Lead pf. (quarter)	1¾	June 15	May 25	June 16
N. Y. & E. River Ferry (quarter)	1¼	June 15	June 12	June 16
Pac. Mail Steamship (semi-annual)	1	June 2	May 16	June 3
Procter & Gamble (extra)	5	June 1	May 20	June 2
Southern Cotton Oil	4	June 15	May 23	June 16
Standard Oil (quarter)	3	June 15	May 18	June 16
Standard Oil (extra)	5	June 15	May 18	June 16
Tamarack	$4	June 30	June 2	June 9
U. S. Leather pf. (quarter)	1¼	July 1	June 15	July 2
Victor Gold Mining (quarter)	10	June 1	May 16	June 2
Welsbach Commercial pf.	2	June 10	June 1	June 11

MEETINGS.

	Books Close.	Books Open.	Date.	Nature.
Amsterday El. L., H. & P.	......	....	May 31	Special
Automatic Telephone Con. Co.	......	....	June 8	Annual
Barney & Smith Car Co.	May 26	June 17	June 16	Annual
Canada Southern	May 2	June 3	June 1	Annual
Canton Company	May 28	June 9	June 8	Annual
Chicago Edison Company	......	....	June 13	Annual
Chicago Great Western	......	....	June 1	Annual
Chicago & Northwestern	Apr. 30	June 3	June 2	Annual
C., St. P., Minn. & Omaha	May 8	June 6	June 4	Annual
Edison Elec. Ill., Brooklyn	......	....	June 2	Special
Ger.-Amer. R. E. Title Guarantee	......	....	June 2	Annual
Minnesota Iron	May 20	June 10	June 6	Annual
N. Y. & Long Island Bridge	......	....	June 6	Annual
N. Y. Produce Exchange Bank	......	....	June 6	Annual
Quicksilver Mining	June 6	June 16	June 15	Annual
Quincy Mining	......	....	June 1	Annual
Second National Bank	......	....	June 28	Special

SALES OF MINING STOCKS.

The following sales of mining stocks were made during the past week:

ON THE STOCK EXCHANGE.

	First.	High.	Low.	Last.	Sales.
King. & P.	.22	.22	.22	.22	200
Little Chief	.24	.24	.24	.24	100
Phoenix	.11	.11	.09	.09	7,200
Total sales					7,500

ON THE CONSOLIDATED EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Anaconda	.48	.51	.48	.51	100
Brunswick	.16	.16	.16	.16	400
Catalpa	.11	.11	.11	.11	100
C. C. & Va.	.59	.59	.49	.49	280
Cr'de & C.C.	.09	.09	.03	.09	1,600
Com. bonds	.04	.04	.04	.04	1,000
Hale & N.	1.00	1.00	1.00	1.00	100
Isabella	.22	.22	.22	.22	1,100
Leadville	.10	.12	.10	.12	8,000
Little Chief	.25	.26	.25	.26	900
Mexican	.21	.21	.21	.21	400
Mollie Gib.	.26	.28	.26	.27	1,400
Mt. Rosa	.13	.14	.13	.14	1,000
Ophir	.35	.35	.35	.35	200
Pharmacist	.05	.06	.05	.06	3,500
Potosi	.61	.61	.23	.23	200
Sierra Nev.	.55	.58	.51	.51	1,200
Small H'p's.	.05	.95	.95	.95	500
Standard	1.55	1.55	1.55	1.55	300
Syndicate	.05	.05	.05	.05	100
Union	.14	.14	.14	.14	200
Union Cons.	.30	.30	.10	.10	200
Utah	.07	.07	.06	.06	1,500
Yel. Jack	.25	.25	.24	.25	900
Total sales					21,960

ON THE MINING EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Alamo	.02	.02½	.02	.02	29,000
Anaconda	.50	.53½	.42½	.53½	3,700
Anchoria	.70	.75½	.70	.75½	900
Cannon Ball	.004½	.004⅝	.004¼	.004⅝	76,000
Crip. C. Cn.	.09	.09⅜	.08⅝	.09	28,000
Elkton	.80	.80	.78½	.80	9,300
Garfield Cn.	.14¾	.15	.14	.14	24,000
Gold Coin	1.50	1.50	1.50	1.50	500
Gold Mag.	.004	.005	.002¾	.005½	78,000
Golden Fl.	.30	.35	.20¼	.20⅝	3,200
Havana	.75¼	.75¼	.75	.75	4,100
Isabella	.22½	.23¼	.22	.22½	9,700
Jefferson	.04½	.05	.04¼	.04½	76,000
Justine	.02⅝	.05	.02⅝	.06½	16,000
Lagonda	.14¼	.16⅞	.14¼	.16⅞	14,900
Lillie	.90	.01	.90	.91	2,600
Mollie Gib.	.23	.25	.23	.25	8,900
Mt. Rosa	.12⅞	.13¼	.12½	.12¾	17,000
Old Gold	.003⅝	.003⅝	.003½	.003½	22,100
Pilgrim	.003	.003½	.003	.003	7,000
Portland	.95	.99¼	.95	.99¼	900
Rocky Mt.	.05	.13	.05	.08	7,500
Sentinel	.005½	.008½	.005¼	.008¼	327,000
Union	.11	.12	.10⅝	.11⅝	44,700
Waldorf	.04¼	.05	.04½	.05	6,400
Work	.02½	.02⅝	.02¼	.02½	19,000
Yukon	.11½	.11⅝	.10½	.11⅝	4,600
Total sales					812,500

THE MANCHESTER MARKET.

MANCHESTER, England, May 29.—Last week's business was below the output, but prices were fairly firm, especially for yarns. Home spinners did little business pending the Whitsuntide holidays. Several fair lines were sold for export to China and Japan, with further orders remaining. But the limits were not attractive. Cloth was rather dull. Kurrachee and Bombay placed orders for light weaves, but Calcutta took only a little. Many staples, especially the wide varieties, were only obtainable at unworkable prices. South America was more active. Printing cloth sold more readily. Generally speaking, the undertone was firm, with long engagements still numerous.

CLEARING HOUSE COMPARISONS.

Exchanges week ending May 28	$706,878,309
Balances week ending May 28	40,433,231
Exchanges week ending May 21	756,406,491
Balances week ending May 21	44,227,061
Exchanges week ending May 14	819,486,982
Balances week ending May 14	46,850,109
*Exchanges week ending May 7	778,748,024
*Balances week ending May 7	42,742,666
Exchanges week ending April 30	631,653,506
Balances week ending April 30	41,238,796
Exchanges week ending April 23	628,188,250
Balances week ending April 23	35,903,111
Exchanges week ending April 16	630,947,706
Balances week ending April 16	35,834,274
Exchanges week ending April 9	665,828,308
Balances week ending April 9	36,559,229
Exchanges week ending April 2	782,961,674
Balances week ending April 2	58,889,842
Exchanges week ending March 26	611,838,204
Balances week ending March 26	38,966,193
Exchanges week ending March 19	785,675,895
Balances week ending March 19	48,968,658
Exchanges week ending March 12	732,221,310
Balances week ending March 12	39,548,544
Exchanges week ending March 5	904,747,877
Balances week ending March 5	50,181,172
*Exchanges week ending Feb. 26	808,511,568
*Balances week ending Feb. 26	41,639,433
Exchanges week ending Feb. 19	896,600,610
Balances week ending Feb. 19	48,226,399
*Exchanges week ending Feb. 12	725,199,643
*Balances week ending Feb. 12	37,429,764
Exchanges week ending Feb. 5	928,210,938
Balances week ending Feb. 5	54,212,451
Exchanges week ending Jan. 29	825,018,146
Balances week ending Jan. 29	51,576,574
Exchanges week ending Jan. 22	852,827,065
Balances week ending Jan. 22	46,661,582
Exchanges week ending Jan. 15	891,167,281
Balances week ending Jan. 15	46,965,003
Exchanges week ending Jan. 8	1,042,897,394
Balances week ending Jan. 8	62,870,869
*Exchanges week ending Dec. 31	789,857,261
*Balances week ending Dec. 31	39,290,991
*Exchanges week ending Dec. 24	629,611,113
*Balances week ending Dec. 24	36,617,401
Exchanges week ending Dec. 18	865,245,517
Balances week ending Dec. 18	55,779,441
Exchanges week ending Dec. 11	783,921,648
Balances week ending Dec. 11	45,229,124
Exchanges week ending Dec. 4	798,330,906
Balances week ending Dec. 4	43,451,912
*Exchanges week ending Nov. 27	652,151,080
*Balances week ending Nov. 27	41,889,376
Exchanges week ending Nov. 20	728,626,090
Balances week ending Nov. 20	44,443,031
Exchanges week ending Nov. 13	792,006,265
Balances week ending Nov. 13	38,472,108
*Exchanges week ending Nov. 6	725,052,553
*Balances week ending Nov. 6	43,290,182

*Five days.

ON THE LONDON EXCHANGE.

LONDON, May 29.—In view of the plethora of the money market, a further reduction of the Bank of England's rate of discount to 3 per cent. is expected within a fortnight, unless the American demand for gold revives.

On the Stock Exchange last week a fair amount of business was done, and the tone was cheerful. The fall in the volume of money caused a demand for all first-class securities. Consols, Indian securities, and British railroad shares showed general advances. American railroad securities were bought steadily, and showed improvement all around. The leading increases were: St. Paul and New York Central, 3 points; Louisville and Nashville, 2½ points; Denver and Rio Grande preferred, 2¼ points. Grand Trunks also were strong; firsts increased 4¾ points, seconds 4 points, guaranteed 3 points, and thirds 2 points. Canadian Pacifics made small gains.

Argentine railroad securities boomed on trade prospects. The increases of the South American securities were the leading feature of the international market.

THE BULLION MARKET.

The following is a comparison of the average of bullion in the principal European banks last week and at the corresponding date a year ago. These figures are received weekly by cable by The Commercial and Financial Chronicle:

	Gold.	Silver.
BANK OF ENGLAND.		
May 26, 1898	£37,191,952	......
May 27, 1897	36,531,749	......
BANK OF FRANCE.		
May 26, 1898	74,790,720	£49,043,960
May 27, 1897	79,016,467	49,148,946
BANK OF GERMANY.		
May 26, 1898	29,152,000	15,017,000
May 27, 1897	30,682,000	15,796,000
RUSSIA.		
May 26, 1898	111,955,000	4,488,000
May 27, 1897	92,413,000	3,842,000
AUSTRIA-HUNGARY.		
May 26, 1898	34,930,000	12,562,000
May 27, 1897	33,698,000	12,632,000
SPAIN.		
May 26, 1898	9,834,000	4,605,000
May 27, 1897	8,649,000	10,501,000
ITALY.		
May 26, 1898	15,254,000	1,855,000
May 27, 1897	14,953,000	2,159,000
NETHERLANDS.		
May 26, 1898	2,858,000	6,952,000
May 27, 1897	2,630,000	6,932,000
BELGIUM.		
May 26, 1898	2,869,000	1,430,000
May 27, 1897	2,791,333	1,395,667
Total for the week	£318,8[illegible]5,672	£95,952,960
Total preceding week	31[illegible],584,580	95,715,067
Corresponding date last year	[illegible]	102,406,613

Spencer Trask & Co.,

BANKERS.

Bonds and Stocks Bought and Sold on Commission.

DEALERS IN

Investment Securities.

27 AND 29 PINE ST., NEW YORK.

State and James Sts., Albany.

THE BANK OF NEW AMSTERDAM

BROADWAY AND 39TH ST., N. Y.

CAPITAL, $[illegible]; SURPLUS, $[illegible].

FRANK TILFORD, *President.*

R. R. MOORE, *Vice-Pres.* G. J. BAUMANN, *Cashier.*

NATIONAL BANK OF THE REPUBLIC

OF NEW YORK.

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